

Arizona's

East-West Trail:

A Backcountry Challenge



by Raymond C. Andrews

Foreword by Gary Keller

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BOOKS BY RAYMOND C. ANDREWS, M.D.

Medical Grail Revised Edition

Medical Grail Unabridged Edition

The Life and Times of Benjamin Wiggins, M.D.

How to Be a Patient and Live to Tell the Tale!

Driving the Great Western Trail in Arizona

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Disclaimer

Although I have made every attempt to ensure the accuracy of the information herein, I and the publisher disclaim any and all liability for any loss, inconvenience, vehicle damage or personal injury that may occur to anyone who uses this guidebook.

Arizona's East-West Trail: a Backcountry Challenge is not a survival manual. Off-road travel always presents risks, and the mere fact that a trail or road has been described in this guidebook does not mean it will be safe for you to travel on it.

Road conditions will change after floods, landslides, and other natural disasters, possibly making the obstacles far worse than what I describe in this guide. It is therefore incumbent upon you to check road conditions and to know your own and your vehicle's limitations before driving any of these trails.

I have written *Arizona's East-West Trail: a Backcountry Challenge* to help you enjoy the splendor of Arizona's backcountry. Although you can drive some sections of the trail in a passenger car, they are few and far between, therefore if you intend to drive any of the trails in this guidebook, I assume you are an experienced off-road driver and will be driving a high-clearance, 4-wheel drive vehicle that is properly maintained and equipped for travel on unmaintained, unpaved, primitive, and remote trails.

Arizona's East-West Trail: a Backcountry Challenge is not an instruction manual for off-road driving, since experience driving on primitive roads can come only through practice under the guidance of an expert. Nor is it intended to be the sole source of information regarding the roads comprising the East-West Trail.

Maps and other general information regarding the areas through which the Trail travels are available from the Ranger Stations in the various forest districts, online, and through bookstores.

Be safe! Exercise caution, bring proper supplies, and be ready to treat injuries and to repair vehicle breakdowns yourself. It may be a long time before help reaches you on the more remote trails.



L to R: Author, Mike Drawsky



L to R: Brian and Gary Keller

Foreword by Gary Keller

Three or four of us, all over 60 years old, get together twice a year for eight to ten days to do backcountry exploring in different places. We call these all male, spring and fall outings “Billy Goat” trips. We make beds in our Jeeps so we can sleep where it is warmer and dryer. We explore the unknown, at least unknown to us. While others may have traveled these trails before, we know nothing of their experiences. And if we come across a seemingly impassable obstacle, we find our way around or over it. If not, a new challenge is before us. Challenges are not something to shy away from; they are life experiences of a greater day.

Often we are apprehensive of what lies ahead. Sometimes our apprehension of almost impassable obstacles is what draws us here. It’s not the destination, it’s the challenge and experiences that are important for us. That’s the reward.

With the East-West Trail, I know now we are treading upon our own trail.

I had been working on the Great Western Trail since 1986, and in 1998 I started looking into the feasibility of another 4-Wheel drive trail connecting backcountry roads to form a route from New Mexico to California. Jerry Huddleston with his brand new 1998 Jeep Wrangler, and me with my 1977 CJ5 started in Wikieup, AZ, where we found an east/west passage over the south end of the Hualapai Mountains on the Hualapai Mountain Road that headed north toward Kingman, AZ. We camped in the Wild Cow Spring Campground the first night. Jerry didn’t want to get his new Jeep scratched so we cut brush for a half mile as we headed east.

In 1999 Jerry, Jess Chinn and I started in Wikieup and headed east to find a route to Wickenburg, AZ. That same year we made the connection from Wickenburg to Crown King. We ran many other sections in the following years and always planned to connect them together to make one continuous route.

In 2015 while attending a trails meeting at Arizona State Parks

and Trails, the trails manager Skip Varney asked if anyone was interested in adding an East-West Trail across Arizona to their Statewide Trails Plan. Other members were already working on the Arizona Piece Trail, the Lasso Trail, and the one we have been working on since 1986, the Great Western Trail. After working on the East-West Trail for eighteen years, I volunteered to put its sections together with help from my son Brian who ran all the sections four times, and Ray Andrews, author of the Great Western Trail guidebooks. Brian started 4-wheeling a week before he was born and was back 4-wheeling four weeks later. He was almost born in a Jeep. Others that helped over the years were my wife Dean, Jerry and Cathie Huddleston, Jess and Jacquie Chinn, Dan and Geri Talbot, Larry Blau and Richard Friese.

The Arizona East-West Trail starts or ends near Alpine, Arizona. It heads south from Luna Lake down the Blue River, dips into New Mexico for about a mile, and then back to Arizona. Deer, elk and the Mexican Gray Wolf are abundant in the area. The trail crosses the center of the state through Alpine, Pinetop, Lakeside, Forest Lakes, Punkin Center, Fountain Hills, Carefree, Rock Springs, Black Canyon City, Bumble Bee, Cleator, Crown King, Wickenburg, Octave, Stanton, Hillside, Bagdad, Wikieup, Kingman, Oatman, Bullhead City, and starts or ends at Avi Casino in the southern tip of Nevada along the Colorado River. It has numerous loops, alternates, and bypasses. Along the drive you will see mining camps, historical cabins, relics, points of interest, and one memorial. From Avi Casino you can hop on the Mojave Military Trail and follow it all the way to Barstow, California. Very little of it is on pavement, and then only to connect to the next section trailhead. Some roads are heavily traveled and some are lightly traveled, but most are traveled very little.

The Trail shares sections of FR 300 (General Crook Trail) and the Arizona Peace Trail from Wikieup to Kingman. We will fine tune some areas, add points of interest, bypasses and side loop trails, and we will include many Arizona State Parks. The Trail now has eight segments, or nine if you include the Mojave Trail, and you can travel it all at once or one segment at a time. It has 4WD trails, slow dirt roads, fast dirt roads, and where no backcountry trail exists, limited highway travel. It crosses three national forests, two BLM administered lands, Arizona State Trust Lands, Auga Fria National Monument, and shares segments of the Great Western Trail and the General Crook Trail. The

scenery ranges from high altitude pine forests to low desert washes.

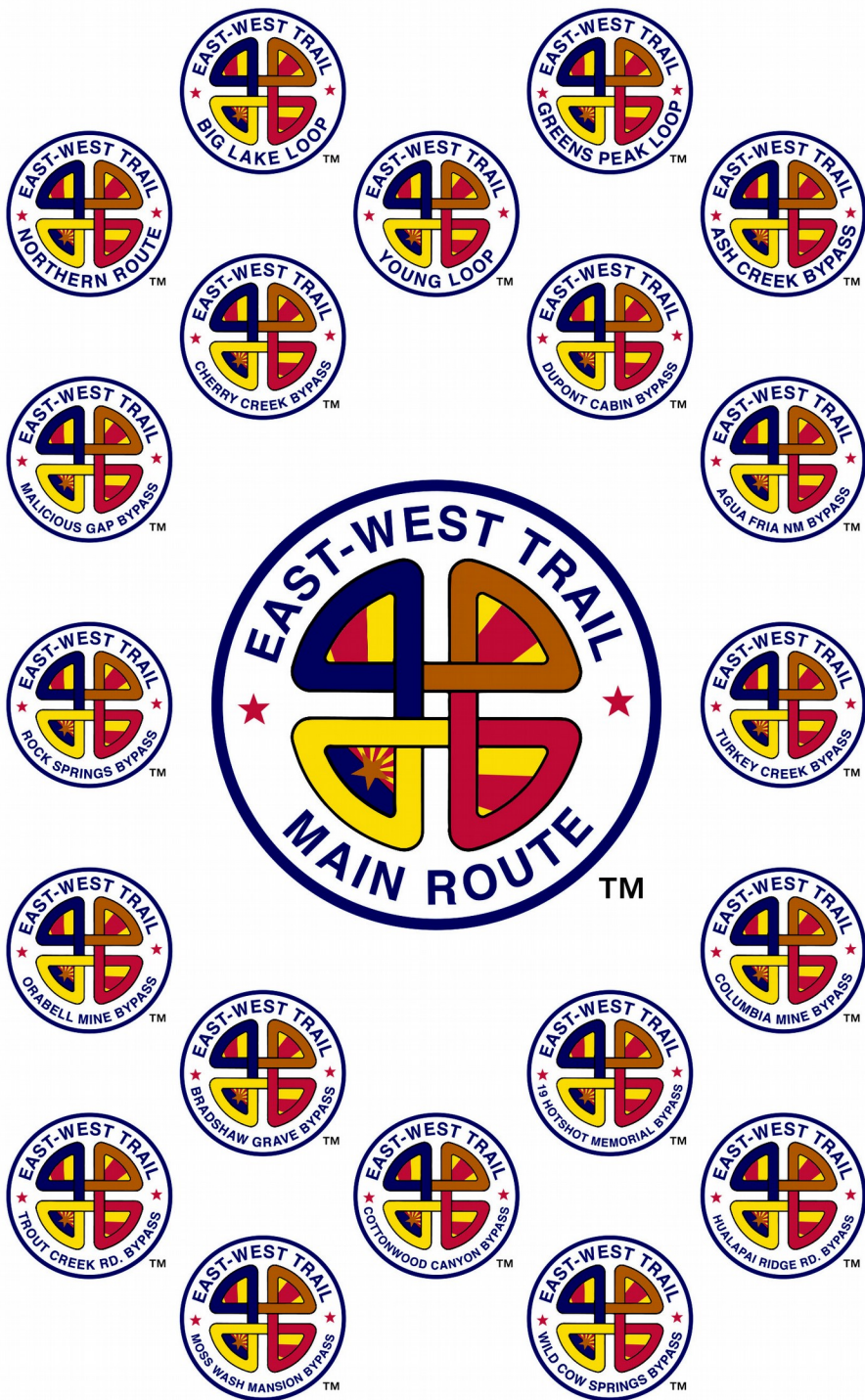
The East–West Trail needs federal agency approval before we can put up roadside signs to identify it, but we have already designed its logo. It will have one Main Route, which we choose to use for the first guidebook, but we'll add side loops, bypasses and points of interest when they become available. The first of these, already in the planning stage, will be the 19 HOTSHOT MEMORIAL LOOP, which starts at Stanton, AZ, goes north to Yarnell, down 89A to the memorial, and then continues on 89A to Hillside. No formal map exists at this time, but we plan on creating one this year with the help of Arizona State Parks and Trails. Ray Andrews is preparing a guidebook which will contain maps, waypoints, and trail descriptions, and he will publish it late this year.

Now for those of you who are looking for something to do, I've figured out how you can have a great vacation this year. Just plan a 4-wheel drive trip traversing the entire East–West Trail, the first east/west, long distance, motorized/non-motorized trail of its kind in Arizona. If you don't have a lot of time, you can travel sections of it using other forms of transportation, such as ATVs, Side-by-Sides (UTV), trail bikes, hiking, snowmobiles, mountain bikes, cross-country skiing or horse back. You could stop at many beautiful camping spots along the way, or take advantage of lower motel rates and restaurants in the off-season to support rural business. You can enjoy warmer weather in the high country and cooler in the low country. This makes for a longer vacation every year.

The best time to travel the entire route, which allows you to experience Arizona from the inside out with extreme sightseeing, is in the spring or fall. The lower sections may be too hot in the summer and the high sections too deep in snow in the winter. Many sections are prone to flash flooding during monsoon or spring storms, and some have roads you should not travel when they are wet or muddy.

If you decide to drive the entire trail at one time, plan on spending eight to ten days to drive the approximately 750 miles from border to border in a 4WD Jeep type vehicle. You should travel in three to five vehicle caravans for safety, and be prepared to trail camp in some sections. You can find lodging, gas, and food off the trail.

Enjoy your trip!



Chapter One: The East-West Trail

It is easier to explain what the 744 mile long East-West Trail *isn't* rather than what it is, and simply put, it is not for everyone. While sections of it can be driven in passenger cars, in RVs, and by vehicles towing trailers, considered in its entirety, it must be driven in a high clearance, 4-wheel drive vehicle. It also is not for people who do not want to camp in the wilderness, or to drive through very remote areas on washed-out, off-camber, boulder-strewn, and extremely dusty roads, in wind, rain, and snow conditions.

I titled this guidebook, *Arizona's East-West Trail: a Back-country Challenge* for a reason: it *Challenges* men and machines. Ten very experienced off-road travelers signed up to drive this trail headed by Gary Keller and his son Brian in April 2018, but only three survived the trip from Alpine, Arizona to the beginning of the Mojave Trail in California. Some started with the group and then withdrew for various personal reasons before finishing the trip. Others, however, had problems that forced their early, involuntary retirement. Fortunately there were no injuries.

The list of mechanical failures is long:

- broken trailer frame crossing rocks;
- broken leaf spring on an off-road trailer;
- two broken leaf springs on a Jeep;
- spontaneous transmission oil leak;
- balky transfer case;
- gear shift lever lock-up;
- dead battery;
- drivetrain issues.

I towed an off-road Teardrop trailer over the entire trail, but due to a balky transfer case, which several times shifted out of gear unexpectedly and with-



out warning, I had to be towed up two hills and almost veered off a narrow shelf road high up the side of a mountain.

The East-West Trail challenges travelers and vehicles, but it is also an adventure, which Gary Keller describes as visiting "Arizona from the inside out with extreme sightseeing." The trail as I describe it in this guidebook is not intended for inexperienced drivers in vehicles that are not high clearance, 4-wheel drive, and I strongly recommend they do not attempt to drive it.

The following information applies to all of the trails:

Each trail was recorded as a track and all coordinates were compiled using Terrain Navigator (standard edition) software (DATUM = NAD27) and a Navibe GM720 GPS receiver. Waypoints in general are at intersections, where the terrain presents interesting features, or at an obstacle I consider may be difficult for some drivers. No coordinate should be more than 60 feet (approximately 18 meters) in error, although this distance may be exceeded in rare instances. Since the trails were recorded in an east to west direction, some waypoints may slightly precede the intersection, terrain feature, or obstacle they are intended to mark. Drivers arriving from the west would obviously find the same waypoint immediately after the intended intersection, etc, but this should not create difficulties.

I referred to different maps and computer software to compile the waypoint tables. Unfortunately there was not a standard denomination among them for the road signs. Forest Road 25, as an example, could be FR-25, Nf-25, FSR (Forest Service Road) 25, CR (County Road) 25, or just "25." Since in all cases the number itself never changed, to simplify the directions and aside from the rare "CR" designation, all non-paved roads in the waypoint tables are considered forest roads and their numbers are preceded by "FR." Therefore you may ignore the letters preceding the road numbers you may see on the trails, and follow the numbers.

The highways and other paved roads described in this guidebook, due to their construction, obviously will not change, but dirt roads may, following heavy rains, rock slides, fires, and other natural events. Unless the road is closed, these changes are usually minor and will not seriously effect travel on the trail as described.

In some sections there are numerous side roads leading off the main trail. It was not possible to put a waypoint at each of these secondary roads since they often were just yards apart. When in doubt,

stay on the main road, which is wider and more traveled by ranchers and others who live and work in the area. Finally I combined waypoints which would appear on top of one another had I identified them in the map. This would be the case when two roads are joined by a very short connecting road. In this instance the waypoint will be in the middle of the connecting road, and the explanation will be in the "Driving the Road" turn by turn directions. Also note that these "Driving the Road" directions may not mention what is obvious in the waypoint tables, such as, for example, "go straight through the gate."

Almost all of the trails are primitive, and signs along them will remind you of this. If there is a warning not to cross an area when flooded, please heed it. As I again mention later in this guidebook, the State of Arizona has passed "The Stupid Motorist Law," which warns that you may be charged for the cost of your rescue if you become stranded after entering a flooded roadway.



*Flood warning at
EW1-4*

The road conditions I describe in this guidebook only suggest what you may find in the spring, which is when we drove the trail, and not during the other seasons of the year. Gary and Brian Keller have driven the Trail numerous times, and their Terrain Navigator tracks showed minor deviations in the same road each time they traveled it. Significant changes in conditions occurred as well. In one instance a road that was almost impassable when they drove it two weeks earlier, was being graded as we drove it, making it "Cadillac Capable." And as you will have noted from the cover of this book, despite forecasts promising clear skies, snow arrived in late April in the high country. It is important to check with local ranger stations or online to verify that the roads are open before driving any of them. Depending upon the season, snow can be a problem in the high country, and flash floods can block river crossings.

The waypoint tables are complete for travelers diving the trail in either direction, however the turn by turn directions in the "Driving the Road" descriptions give priority to those traveling from east to west, and only in cases where there may be confusion, indicate directions for those traveling from west to east.

In general there are no gas stations or amenities along the trails, so be sure to carry a spare tank of gas, food, plenty of water, and a reliable communication device. Some of these trails end or start far from highways and towns, making camping a must, however I have included information as to where you can find motels if you would prefer sleeping in a warm bed to camping in the wind and snow. In most cases they are quite distant from the trail, and you will have to plan for the additional travel time to and from them.

Since I presume anyone driving the East-West Trail from Alpine, AZ to California will be a capable and experienced off-road enthusiast, I will not suggest how he or she should drive it (other than carefully). I towed a trailer through the entire trail and kept my Jeep in 4-WD when not on paved roads. Others in our group drove over the most difficult obstacles in 2-WD.

It will take eight days to drive the East-West Trail from Alpine, AZ to the Mojave Desert in California if you do not stop to visit cities and towns along the way. Even though I and my companions drove the trail in one outing, you may not have the time or inclination to do so. Therefore I have divided it into three sections, based primarily on the ease of access to and from a trail without unnecessary



repetition of a section of it. For example, Crown King is 25 miles from I-17, and I did not feel most travelers would want to drive the 8.5 hour, 90 mile, EW4 section from Needle Rock to Crown King, drive 25

Typical dust cloud on a dry day.

miles back to the highway, and then search for lodging in Phoenix. These sections are explained in detail in the trail section of this guidebook.

Although I stated I would not suggest how to drive these trails, dust was a very real problem during our trip in April. If dry road conditions are present when you drive the Trail, and unless you are your group's leader, be prepared to find every inch of your vehicle's in-



terior covered with 1/4 inch of dust by trail's end. Larry Blau's simple idea solved the problem. He taped an engine air filter over the air intake on his Jeep's hood. I followed his example (unfortunately only after four days) and the amount of dust entering my Jeep dropped by 95%. The hood filter is on the left and the engine filter is on the right in the photograph.

At the beginning of this chapter I wrote that only three of us completed the trip from Alpine to the Mojave Trail in California. They were Gary and Brian Keller and myself.



At trail's end in the Mojave Desert. L to R: Gary and Brian Keller, Author

I also wrote that this trail "is not for people who do not want to camp in the wilderness, or to drive through very remote areas on washed-out, off-camber, and boulder-strewn, and extremely dusty roads, in wind, rain, and snow."

But there are many people who are looking for just such an adventure. For a limited time, in future editions of this guidebook, I will include pictures of any group that challenges the East-West Trail and succeeds as we did.

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Chapter Two: **Safety & Rules of the Road**

The East-West Trail in Arizona is exciting, informative, and challenging, but it can also be unforgiving. In its trek from Alpine, Arizona, to the Mojave Desert near the California border, it meanders through hot, sandy deserts, over forested mountains, into riverbeds, and everything in between. None of the challenges it presents is impossible, although each requires its own set of driving rules. Motor sports, and especially off-road driving, are potentially dangerous. Be prepared and use good judgment when driving this trail.

It is not within the scope of this guidebook to teach off-road driving, but I will describe some of the obstacles you may face on the trail and suggest how to overcome them. You can find more detailed instruction, including online videos, elsewhere. If you have no experience in off-road travel, please do not drive this trail. Become proficient first: take a course with a qualified instructor or join a 4-wheeler drive club and go on several trips with its members. And do not drive this trail alone. Sections of it are extremely remote, and it will be difficult, if not impossible, to get emergency help when you need it.

A skilled driver in a high clearance vehicle with 4-wheel drive should have no difficulty with any leg of the trail, but an unskilled driver will, no matter how modified his vehicle may be. The following information is well-known to experienced off-roaders. I include it here as a primer for those readers with little experience but with a burning desire to learn more about this exciting sport.

Know your vehicle and its capabilities

Make sure you or your mechanic inspect your vehicle before you embark on your trip, especially one as long as the East-West Trail. Top up all fluids, check for leaks, and make any necessary repairs. They are easier to make in a warm, dry garage than on the side of a mountain during a blizzard, or in a desert where the air temperature is

120 degrees.

Travel alone or in company

There is no easy answer to this question. Some people suggest you should always travel with others since they can help immediately in case of an accident or breakdown. Others, confident in their ability to overcome any hardship, prefer to travel alone. In any case, this is not a trail to travel alone. A minimum of three vehicles, preferably more, is necessary to ensure safety and render assistance when necessary.

Know where you are going

The maps and waypoint coordinates in this guide will help you find your way through each leg of the trail, and you should study them carefully before beginning your journey. To use the coordinates on the trail, you will need a good GPS unit, possibly with a remote antenna for improved reception, or a laptop computer with topographic software, such as Fugawi or Terrain Navigator, and a GPS receiver.

You should have maps of the national forests, which you can purchase from the USDA Forest Service at www.nationalforeststore.com. Motor Use Maps of forest roads are obligatory and are available from the Forest Service. You can also find maps at Ranger Stations in the various National Forests.

Before starting your trip, you should know where each trail begins and ends, as well as its length and any obstacles it may present. Note the location of nearby towns in case you need supplies or assistance, as there are no stores or service stations along the trails. And before you go, even if you are with a group, tell someone where you will be and how long you expect to be away. Cellphone service is erratic or nonexistent on most of the trails. I am not affiliated with the company, but personal locator beacons, such as the ones ACR Electronics makes, can be life-saving.

Know the weather

The number one cause of death from natural phenomena in Arizona is flash floods, and you can find yourself in a torrent of water even if it is not raining where you are. This happens regularly in the Grand Canyon. Do not travel these trails when heavy rains are predicted in the area. And never camp in a river bed. A dry wash that

seemed to be a perfect area to set up your tent can turn into a river overnight, sweeping you and all your equipment downstream.

Necessary Equipment

I offer a list of suggested items to bring with you in Appendix A. Bring only what you think you will need. Spare axles and transfer cases, even if off-road magazines suggest them, are generally not necessary and their weight will change your spry Jeep into an unwieldy tank.

OBSTACLES ALONG THE EAST-WEST TRAIL

Driving in the desert

All the trails around Phoenix are in the desert and most are heavily traveled, especially on weekends and holidays. As a result the sand is packed and will present few challenges, however the cacti, trees and bushes that line these trails may. If your vehicle breaks down, or if you get a flat from a spine and do not have a spare or puncture repair kit, stay near your vehicle unless you know how far you are from the nearest source of aid. I once met a driver on a trail who had left his spare tire at home because he said he got better mileage without it. An irreparable sidewall tear from sliding off a rock and a subsequent 150 mile round-trip with a co-traveler to buy a replacement, changed his habits. Your supplies are in your vehicle, and rescuers can more easily spot a large vehicle in the middle of a known trail than a dehydrated body under a bush.

Make shade from whatever you have available to protect you from the sun. Keep your clothes on, wear a head covering, and do not sit on the ground. It will be much hotter than the air.

Driving on sand

Fine sand, as you will find in the summer when it is extremely dry, is best tackled in a 4-wheel drive vehicle in low gear with its tires aired down to 20 psi or less. Narrow tires will dig into the sand, but flotation tires with their wide footprint, will be less likely to do so.

If your tires start spinning, get off the gas immediately so you do not dig into the sand. If you do need to dig yourself out, put wood, rocks, or your floor mats under your wheels for traction. It may seem far-fetched, but my wife once tossed some of her homemade cookies

under her tires to successfully get her car out of a snow bank.

Avoid rocks in the sand. Like icebergs, they could be larger than you think and may damage your tires.

Drive as straight as possible since the front tires will pack down the sand making travel easier for the rear tires. Steering and breaking will take longer than usual, so plan for them in advance. If you need to park, do so on a downhill slope if you can.

Driving on gravel

Traction is less on gravel than on a paved road. Slow down when changing from one surface to another and leave plenty of distance between you and the vehicle you are following to avoid having your windshield cracked by flying rocks.

Driving over rocks and ledges

There are no large boulders on this trail, but there are medium sized ones in New River Canyon. Since they change location after each flood, I cannot predict whether or not they will cause you problems as they did for two of our companions, but lower your tire pressure and drive over the obstacles, placing your wheels directly on them. Do not straddle rocks since you risk "high-centering" your vehicle, which means getting stuck with both the front and rear wheels off the ground and not being able to move forward or backward. Use low gear, 4-wheel drive, and keep your speed at 1-3 mph. Know where the differential or the lowest point on your vehicle is. This will help in negotiating terrain and prevent vehicle damage resulting in oil and fluid spills on the trail.

On ledge roads try to stay in the middle of the road. Do not hug the mountain wall since off-road tires have side-gripping potential, and you can climb the wall without realizing it, ending in a roll-over.

Many off-roaders switch into 4-wheel drive as soon as their tires leave a paved road. This is because they feel that 4-wheel drive offers better traction and less work for their vehicles. Others may disagree, but 4-wheel drive is a must on low-traction trails, and important if you are hauling a trailer over these roads.

Cross ditches at an angle, one wheel at a time, and straddle ruts, gullies, and washouts.

Driving over hills

If you cannot see over them, walk them first to see what is on the other side. Blasting over the top of a hill only to see the road curve sharply to the right as your vehicle careens off a cliff will ruin your trip.

Do not turn around on narrow roads, steep terrain, or unstable ground. Back up until you find a safe place to turn around. Always drive straight up and down a hill, as turning on it may cause your vehicle to slide or to roll over. Increase power during the climb, but ease off the accelerator as you near the top of the hill. If your wheels spin, turning your steering wheel back and forth rapidly may help you regain traction.

If you stall on the way up, back straight down in reverse gear and use engine compression, not your brakes, to slow your vehicle. 4-wheel drive and low gear is best in this situation.

Driving in mud

Avoid it when you can, since unless you probe it, you have no idea how deep it is. If you cannot avoid it, air down and switch into 4-WD low, third or fourth gear. Pick a line that looks shallow and dry before entering it. Drive fast enough to maintain momentum, but if your wheels start to spin, stop. As on a hill climb, turning your steering wheel back and forth rapidly may help you regain traction. If you get stuck, try backing out, again turning your steering wheel back and forth.

If you remain mired, you will have to dig your way out. Put rocks and whatever is handy under the tires. Jacking up your vehicle may be difficult if the mud is soupy, and homemade cookies won't work here.

If rain is predicted, reschedule your trip.

General rules of the road

Cross streams only where the road crosses them.

Don't drink or drug and drive.

Leave gates the way you find them. This does not guarantee that the land owner wants them the way you found them since the people who went through them before you might have not left them the way they found them. As a general rule: if it a gate open, leave it open, and vice-versa.

Uphill traffic has the right of way, including bikers, hikers, and

horses. When encountering the latter on the trail, move to the side, stop, and turn off your engine.

Avoid sensitive areas marked as such, and do not drive in wilderness areas.

Do not disturb historical, archeological, or paleontological sites. It is illegal to move relics from where you found them.

Camping restrictions

If you intend to camp along the East-West Trail, please follow these regulations. Failure to do so could result in a forest fire, fine, or both.

It is the general policy of the BLM that undeveloped Federal lands under its administration are available to the public for camping and general recreation, with the following provisions:

- Camping at any one site is limited to 14 days per visit.
- Avoid camping within 200 ft. of any water source.
- Do not leave campfires unattended.
- Campfires may be banned during high fire danger periods.
- Camp at previously used sites, if possible.
- Firepans or stoves are recommended. Avoid building new fire rings. A fire pan is a metal tray used to contain a campfire and prevent the fire from blackening the soil, making it possible to leave a campsite with no evidence of your use.
- Bring your own firewood, otherwise use only dead and down wood for campfires Both dead and live trees add to the scenic qualities of campsites. Burn campfire logs to ashes, then douse with water, stir them with a stick, then douse them again to make sure they are completely extinguished. Do not smother them with soil, as this will make it difficult for the next visitor to use the same fire ring.
- Cans, bottles, or aluminum foil items do not burn and their presence may lead subsequent users of the site to build a new fire ring. Do not put them in the campfire.
- Do not leave trash at campsites. If you pack it in, pack it out.
- Dispose of human waste properly. Use portable toilets when available. Solid body waste and urine should be buried in a hole six to twelve inches deep, away from streams, campsites, and other use areas. Put toilet paper in a small plastic bag and then into your camp trash bag.

Chapter Three:

How to Use This Guide

The East-West Trail is an adventure, and to experience it fully you must explore it, study it, and live it. As a result I chose to give you the important, difficult-to-find information about it and enough of its interesting geology, history, botany and zoology to stimulate you to research it before you drive it. Some of the many books and references that will help you in this task are in the bibliography.

Trail Names

Each of the eight trails is identified by the letters "EW" followed by a number. This symbol is also used to identify each of the waypoints along that trail.

Open Months/Best Time to Travel

The trails in the southern part of the state are open year-round, but because of the intense desert heat in the summer, it is better to travel them in the spring, fall, and winter.

In the mountainous part of the state, the trails may be closed from December to the middle of May because of snow or flooding. Official campsites are also closed during the winter months, but if the trails are open, dispersed camping is allowed. The nighttime temperatures in the desert can be 30 degrees colder than daytime temperatures, so bring warm clothing with you. Even if you do not intend to camp along the trail, a sleeping bag will come in handy if your vehicle breaks down and you have to spend the night under the stars.

Rain is scarce until monsoon season, but when it begins, roads become impassable and flash flooding occurs. Do not camp in washes and stay out of narrow canyons when rains are predicted.

Mileage

The total mileage indicated for each trail is taken from tracks I recorded in Terrain Navigator Mapping Software using a Navibe

GM720 receiver, and is presumed to be accurate. However the distance between waypoints is approximate. I made every effort to ensure accuracy, but many variables, including my spreadsheet's mathematical rounding of the data, the rerouting of the trails after I recorded them due to flooding or rockslides, and even tire size, will cause discrepancies.

The waypoint coordinates of the routes are also approximate because of the inherent errors in the GPS system. However they are on the tracks shown on the maps, and minor discrepancies should not cause difficulty.

Travel Time

I calculated the total travel time for each trail by subtracting the first morning waypoint's time from the last one of the day. If you intend to picnic or camp along the way, or are in a hurry to complete the trail, your time will be longer or shorter than mine.

Difficulty is Relative

The East-West Trail cannot be driven in in a passenger car, and I recommend that anyone driving it to do so in a 4-wheel drive, high clearance vehicle. Due to my own experience, I also recommend that vehicles towing an off-road trailer be equipped with lockers and a winch.

The trails are long, two are over 100 miles in length, and each contains a mixture of easy and moderate sections, but an easy trail can become difficult when covered by snow or blocked by fallen trees. If I had to rate this trail with novice drivers in mind, much of it would be rated as 4-wheel drive. An experienced driver would undoubtedly rate the worst sections of it as 2-wheel drive.

Driving skill, experience, and vehicle modification will be different among those who will drive this trail, and what is difficult for one driver may not be for another. Before driving any of these trails, know, and do not exceed, neither your vehicle's limitations nor your own driving skills.

I towed a Teardrop trailer behind my modified Jeep over the entire trail, and based my ratings on what I considered to be the most difficult part of the trail for a vehicle towing a trailer, since, as I mentioned earlier in this guidebook, one trailer broke its frame in two places while being towed over rocks, and another broke a leaf spring.

Explanation of ratings:

Easy: Packed dirt or sand, loose gravel, clay (which is very slippery when wet), or low, flat rocky outcroppings. Gentle slopes. Easy stream crossings except during monsoon or rainy season. Wide, generally flat roads, including shelf roads.

Moderate: To be driven by four-wheel drive, low range, high ground clearance vehicles with skid plates and tow hooks. Roads can be rutted dirt, soft sand or rocky, and careful tire placement will be necessary at times. Steep grades, but manageable if dry even for those towing a trailer. Some sideways tilt on narrow shelf roads. Streams fordable except during flooding. Mud holes may be present, and Arizona pin-striping is almost guaranteed along Camp Creek (East-West Trail 4: Fountain Hills to Crown King).

Difficult: Vehicles equipped as above and with added lifts, differential lockers, aggressive articulation, and/or winches. Body damage possible. Steep grades up washed out terrain with severe off-camber tilt. Deep water crossings. Difficult passing on narrow shelf roads.

Remoteness

On a scale of 1 to 4, "1" suggests you will have company on the trail, especially on weekends and holidays. "4" suggests you will have only wildlife and your travel companions for company, although even these trails become busy during the hunting season.

Services Available

There are no services along the trails. Most end or begin near a town or city where you can get food, supplies, and fuel, but some do not. Refuel before driving the longer trails, especially in the remote areas of northern Arizona.

Road Information and Restrictions

Arizona is known for its hot deserts, but it also has a monsoon season, and snow can be a number of feet deep in its mountainous regions. At those times the desert and forest roads are impassible. Floods, forest fires, and other natural disasters, may cause rerouting or even closure of a trail. The Forest Rangers are your best source for up-to-date information about closures, changes, and campfire restrictions.

Check with them before setting out, either online or at their addresses in Appendix B.

General Permits

At this time you need a permit to camp or park in the recreation areas of the Tonto National Forest, but not to drive through it or to camp in non-recreational areas. You can buy a day pass online, at many local stores in Fountain Hills, or at ranger stations near the trails. If you wish to purchase a yearly pass, you must go to a ranger station.

You will need a permit from the Arizona State Land Department to drive on State Trust Land. A downloadable pdf file, *Arizona Off-Highway Vehicle Guide, OHV Laws and Places to Ride*, gives valuable information about licensing regulations and other laws.

A permit is required to drive on Indian Lands.

The information in this book regarding permits was accurate at the time of its publication, but may change over time. Since you may need other permits in the future, check before setting out. You will find information at the ranger stations listed in Appendix B.

Transferring Waypoint Coordinates to Your GPS Unit

It is easy to transfer the waypoint coordinates in this book to your GPS, but because of the vast number of makes and models (Garmin, TomTom, Magellan, Furuno), as well as the various computer operating systems (Windows, Apple, Linux), and the myriad software applications available (Terrain Navigator, Fugawi, GPS TrackMaker), I cannot offer one explanation that will work for everyone.

The process of creating a route, however, is similar in all cases: either enter the map coordinates directly into your GPS, or enter them into a computer software application and then transfer the finished route to your unit, either by a data cable that connects your computer to your GPS, or by copying the route to a memory card and then inserting it into your GPS.

If your unit did not come with computer software, free software is available at www.maps-gps-info.com/fgpfw.html. EasyGPS is a popular program that works with many GPS units. Garmin's BaseCamp is free for owners of Garmin GPS hardware.

As mentioned in the preface, all coordinates were compiled using Terrain Navigator (standard edition) software (DATUM = NAD27). No coordinate should be more than 60 feet (approximately 18 meters) in error. Waypoints in general are at intersections, where the terrain presents interesting features, or at a difficult obstacle.

Chapter Four: **Understanding the Data**

Interpreting Road Signs



This is a primary route open to cars, motor homes, and trailers.



This is a bumpier primary route, but may indicate a high clearance road. Check with the Rangers if you have a low clearance vehicle.



Roads open to high clearance vehicles.



TM

The Arizona East-West Trail

Waypoints

While at first it may seem confusing, it is actually very easy to interpret the waypoint data accompanying the maps of the trails. As you will note from the *Using the Waypoint Data* table, the first line is the number and name of the trail. In this case it is EW1, which goes from Alpine, AZ, to Greens Peak, AZ, and vice-versa.

Line 2 contains the waypoint ID and its coordinates: EW1-1 is at N33° 49.6401' W109° 05.8777'.

Line 3, column 1 is the distance in miles between EW1-1 and EW1-2. The down-pointing black triangle shows you are traveling from waypoint 1 to waypoint 2, but the distance is the same if you drive from waypoint 2 to waypoint 1. This distance is not cumulative. In this example the distance between EW1-1 and EW1-2 is 9.5 miles. The distance between EW1-18 and EW1-19 is 3.2 miles, irrespective of direction of travel.

Line 3, column 2 is your starting point, and you should zero your odometer here. The distance between waypoints in this column is cumulative. At EW1-2 you will have driven 9.5 miles, at EW1-18 you will have driven 80.2 miles; and at EW1-19, the end of the trail, you will have driven 83.4 miles.

Line 4, column 3 is for those who drive the trail in the other direction, stating at EW1-19 and ending at EW1-1, which is why the mileage between waypoints has an upward pointing black triangle. The distances between waypoints remain the same, as is the total mileage, 83.4.

Line 3 and line 4, column 4 is where you will be at the waypoint. In this case, if you begin your trip at EW1-1 you "Enter Blue River Road from Hwy 180." If you begin your trip at EW1-19, then at EW1-1 you "Exit onto Hwy 180."

Using the Waypoint Data

Trail name			
EW1: Alpine to Greens Peak			
Zero odometer		GPS coordinates	
EW1-1		N33° 49.6401' W109° 05.8777'	
9.5 ▼	0.0 ▼	Enter Blue River Rd from Hwy 180	
		83.4 ▲	Exit onto Hwy 180.
EW1-2		N33° 43.6635' W109° 02.7774'	
0.9 ▼	9.5 ▼	Crossing border with New Mexico.	
		73.9 ▲	Re-entering Arizona.
Distance between waypoints 1&2			
Waypoint number			
		Total mileage at waypoint 18	
EW1-18		N34° 03.2150' W109° 32.7484'	
3.2 ▼	80.2 ▼	Turn right onto Nf-117	
		3.2 ▲	Turn left onto AZ 260.
EW1-19		N34° 05.3860' W109° 33.9456'	
Arrive	83.4 ▼	Greens Peak.	
		0.0 ▲	Greens Peak.
Zero odometer			

Chapter Five: **The Trails**

The format of this guidebook is for travelers intending to drive the entire East-West Trail in eight to ten days, as a holiday adventure into Arizona's backcountry, or a Gary Keller says, a way to "experience Arizona from the inside out with extreme sightseeing."

Although each trail can be driven individually, some of them start or end in remote areas, far from the major roads or highways you would drive to bring you to or from them.

Therefore I have organized the eight trails into three sections with camping/lodging possibilities. Each can be driven in two or three days depending upon your starting location.

Section One: 3 days

EWT 1: Alpine, AZ to Greens Peak.

Suggestion: Spend the night in a motel in Alpine or camp at Luna Lake, then camp at Greens Peak or drive to Springerville to find lodging.

EWT 2: Greens Peak to Airplane Flat.

Suggestion: Continue trail from Greens Peak, then camp at Airplane Flat Campground or drive to Payson or Heber to find lodging.

EWT 3: Airplane Flat to Fountain Hills.

Suggestion: From Airplane Flat to Fountain Hills, camping is permitted along El Oso & Cline Cabin Road crossing over 4-Peaks, hotels are available in Fountain Hills, or you can camp along the Needle Rock trail outside of the Recreation Area.

Section Two: two days

EWT 4: Needle Rock to Crown King.

Suggestion: Stay in a motel in Fountain Hills, or camp along the Needle Rock section of the trail (camping is not allowed in

the Recreation Area). Lodging is available in Crown King. The closest campground to Crown King is in Horsethief Basin, at Hazlett Hollow Campground, about 6 miles from town, in the Bradshaw Mountains.

EWT 5: Crown King to Wickenburg.

Suggestion: Camping is allowed along Constellation Road, near Wickenburg; hotels are available in town.

Section Three: three days

EWT 6: Wickenburg to Burro Creek.

Suggestion: Camping is allowed along Burro Creek Road or you can stay at the Copper Sheet Motel in Bagdad, 499 N. Lindahl St. (corner of Main St. and Lindahl) (928) 633-6001.

EWT 7: Burro Creek to Kingman.

Suggestion: Wild Cow Springs Campground is 15.8 miles east of Kingman; hotels and lodging are available in Kingman.

EWT 8: Kingman to Mojave Trail in California.

Suggestion: The Arizona East-West Trail ends in California at the Mojave Trailhead, just past the AVI Casino in Nevada.



East-West Trail 1: **Alpine to Greens Peak**

This section of the East-West Trail lies in the White Mountains in eastern Arizona, near the border with New Mexico. The mountain range is part of the Colorado Plateau high country of northeast Arizona, eastern Utah, northwest New Mexico, and southwestern Colorado. Much of it is within the Fort Apache Indian Reservation. The part of the White Mountains outside the reservation is in the Apache-Sitgreaves National Forests. At 11,400 feet, Mount Baldy is the highest summit in the range. Nearby communities include Show Low, Pinetop-Lakeside, Greer, Springerville, Eagar, and McNary.

Since we traveled the East-West Trail from east to west, we began our journey three miles east of Alpine, at the junction of U.S. 180 and Blue River Road. This scenic back road is maintained by Apache County, and is plowed in the winter. But since the trail continues on Red Hill Road, which is not maintained and can be slippery after a rainstorm or blocked by snow, a 4-wheel drive, high clearance vehicle is required. Spring and fall are the best seasons to drive this trail, but not when rain is expected.

This road follows the meandering Blue River down the canyon it cut through the Blue Range, crossing briefly into New Mexico. Ranches and homesteads line the river, which winds through stands of cottonwoods and sycamores, although pine trees predominate the landscape. The Blue River Road can be very dusty for anyone but the leader of your convoy.

The Blue Crossing Campground is at the junction of



Larry Blau at the New Mexico border.



Blue Crossing Campground

ing. It has four free campsites, two of which are Adirondack-style shelters. Petroglyphs cover the rocks in the rear of the campground which is closed in the winter.

the Blue River and Red Hill Roads. The river in the summer is usually only a trickle, but ignore at your peril the crossing's depth gauge and the "do not enter when flooded" sign.

The campground at 6,200' elevation, is perfect for a peaceful, rustic experience in a beautiful setting.



Wallow Fire Remnants

The unspoiled meadows, riparian habitats, red-rock buttes, pristine forest, and views of one of the most remote and unspoiled places in the southwest quickly disappear when you enter Red Hill Road, where a sign warns you of primitive road conditions resulting from the Wallow fire, named for the Bear Wallow Wilderness area, which started near Alpine, Arizona on May 11, 2011.

The fire quickly spread, and the communities of Alpine, Blue River, Greer, Nutrioso, Sunrise, Springerville, Eagar in Arizona, and

Luna in New Mexico were evacuated.

By the time it was contained on July 8, almost a month later, it had consumed 522,642 acres in Arizona, 15,407 acres in New Mexico, destroyed 72 buildings, and had caused 16 non-fatal injuries. The two men who pled guilty to misdemeanor charges relating to mismanagement of their campfire, were ordered to pay \$3.7 million in restitution. The Wallow Fire was the largest in Arizona history, passing the Rodeo-Chediski Fire, which burned 468,638 acres in 2002.



Red Hill Road FR-567

Red Hill Road gets its name from its stunning red terrain. It is easy to drive, although there are sharp drop-offs, tight turns, minor washouts and ruts, and can be snow bound during the winter.

If you want to spend a few days in the mountains and do not want to camp, consider staying at the Sprucedale Guest Ranch. At 7,600 ft, it is nestled high in pine country. There you can ride horses,

milk cows, learn western dance, enjoy cookouts, fishing, hiking, or merely relax and enjoy the beauty and peace of this picturesque valley.

If you need to stretch your legs after driving for hours on the roads, the Thompson Trail is at EW1-11. This 5 mile-long, moderately difficult trail follows the West Fork of the Black River and passes through steep, timbered canyons and meadows. You cannot ride your horse or bicycle on the trail itself, but you can do both on the historic railroad grade that is located west of it.



Thompson Trailhead

If you have driven 7 hours, the time it took us to drive this section of the East-West Trail, and are looking for a place to camp, Greens Peak, 3.2 miles north of the junction of AZ 260 and FR-117 (EW1-19) is the perfect spot. It is the highest of the knolls north of Baldy Peak, breaching the 10,000-foot barrier.

Knolls are rounded humps of volcanic rock covered either with grass or with aspen and Ponderosa pine, and along with the White Mountains, are part of the Springerville Volcanic Field, the largest in Arizona after the San Francisco Volcanic Field in Flagstaff.

There are numerous camping areas around Greens Peak. A word of warning, however: it snows there even at the end of April.

How to Get There:

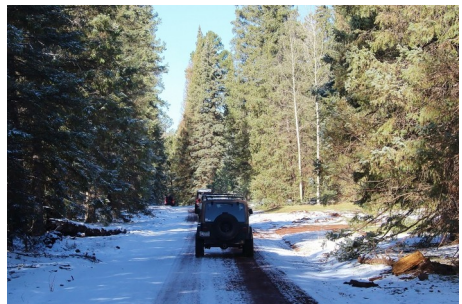
EW1-1: Turn south on Blue River Road (CR 2104) from Highway 180 across from Luna Lake.

EW1-19: continue from East-West Trail EWT2.

Roads Comprising Off-road Trail: Blue River Road (CR 2104) (FR-281 in NM), Red Hill Road (FR-567), FR-26, FR-24, FR-25, FR-72, FR-116, CR 2194, FR-402, FR-8037, FR-413, AZ 273, FR-112, AZ 260, FR-117.

Open months/Best Travel: Spring, Summer, Fall.

Permits: AZ Land Permit. <https://land.az.gov/natural-resources/>



recreational-permits.

Elevation Min/Max: 5,799'/9,763'.

Total Mileage: 83.5 miles.

Paved Mileage: 5.1 miles.

Unpaved Mileage: 78.4 miles.

Travel Time: 7 hours.

Difficulty: Moderate.

Remoteness: 2/4.

Camping, Motels, and Services: EW1-1: Motels and all services are available in Alpine, about 3.3 miles away. Luna Lake Campground is across from the starting point.

EW1-19: Greens Peak: camping only, but, motels, restaurants, grocery stores, and gas stations are in Springerville, 16 miles from EW1-17 on AZ 260.

Driving the Trail: At EW1-1 turn south on Blue River Road (CR 2104) from Highway 180 across from Luna Lake. The road is paved for a short distance but soon becomes a graded dirt road which can be very dusty in dry conditions. As in the case of almost every other road in this journey, it is considered primitive and it is not regularly maintained. Pine trees predominate the landscape at this altitude. There are signs along the way warning about possible flooding, falling rocks, debris flows, erosion hazards and falling trees following the 2011 Wallow fire.

Cross into New Mexico at EW1-2 and return to Arizona at EW1-3. Pass the Upper Blue Campground before arriving at EW1-4. Turn right here onto Red Hill Road/FR-567. This is Blue Crossing and do not attempt to cross it when flooded. Turn right after the one lane cattle guard sign to enter the Blue Crossing campground or continue up the hill on FR-567.

At EW1-5 go straight across Highway 191 onto Beaver Creek Road, FR-26.

Turn left at "Y" EW1-6, staying on FR-26 to East Fork, Black River.

Turn right at EW1-7, FR-24. FR-26 ends here. The turnoff to the Sprucedale Guest Ranch is about a mile up the road on FR-565.

EW1-8 is the turn off for Buffalo Crossing Campground. Go straight then turn left on FR-25 towards West Fork. There is a sign nearby warning that RVs and trailers are not recommended.

Turn right at EW1-9 onto FR-72, where remnants of the Wal-

low fire are clearly visible.

At EW1-10 turn right on FR-116 towards Big Lake. EW1-11 is the Thompson Trailhead at Black River.

At EW1-12 turn left onto FR-402, and at EW1-13 turn right onto FR-8037, which is a single lane dirt road that deteriorates quickly in areas and can be snow covered even in late April.

At EW1-14 bear right. A fallen tree may still be blocking the road.

At EW1-15 turn left onto AZ 273, and at EW1-16, turn right on FR-112.

At EW1-17 turn left onto AZ 260, the only paved section of the trail, then turn right on FR-117 at EW1-18. Stay on this gravel road, passing the Wolf Recovery Area sign, to Greens Peak, EW1-19, which is a good place to camp for the night.

Road Information: The conditions vary from paved highway to single lane dirt roads that may be washed out and/or rutted.

Restrictions: None at this time.

Map References:

USGS

1:24,000: Luna Lake, Maness Peak, Beaverhead, Hannagan Meadow, Buffalo Crossing, Big Lake South, Big Lake North, Mount Baldy, Greens Peak.

1:100,000: Springerville, Nutrioso.

1:250,000: Clifton (AZ), ST Johns (AZ).

Terrain Navigator: Arizona South (CD: AZ10).

Arizona Road & Recreation Atlas: p. 43, 77.

USDA Forest Service Map: Apache-Sitgraves National Forest.

Petroglyphs
at the Blue
Crossing
Campground





Larry Blau and the Caravan.



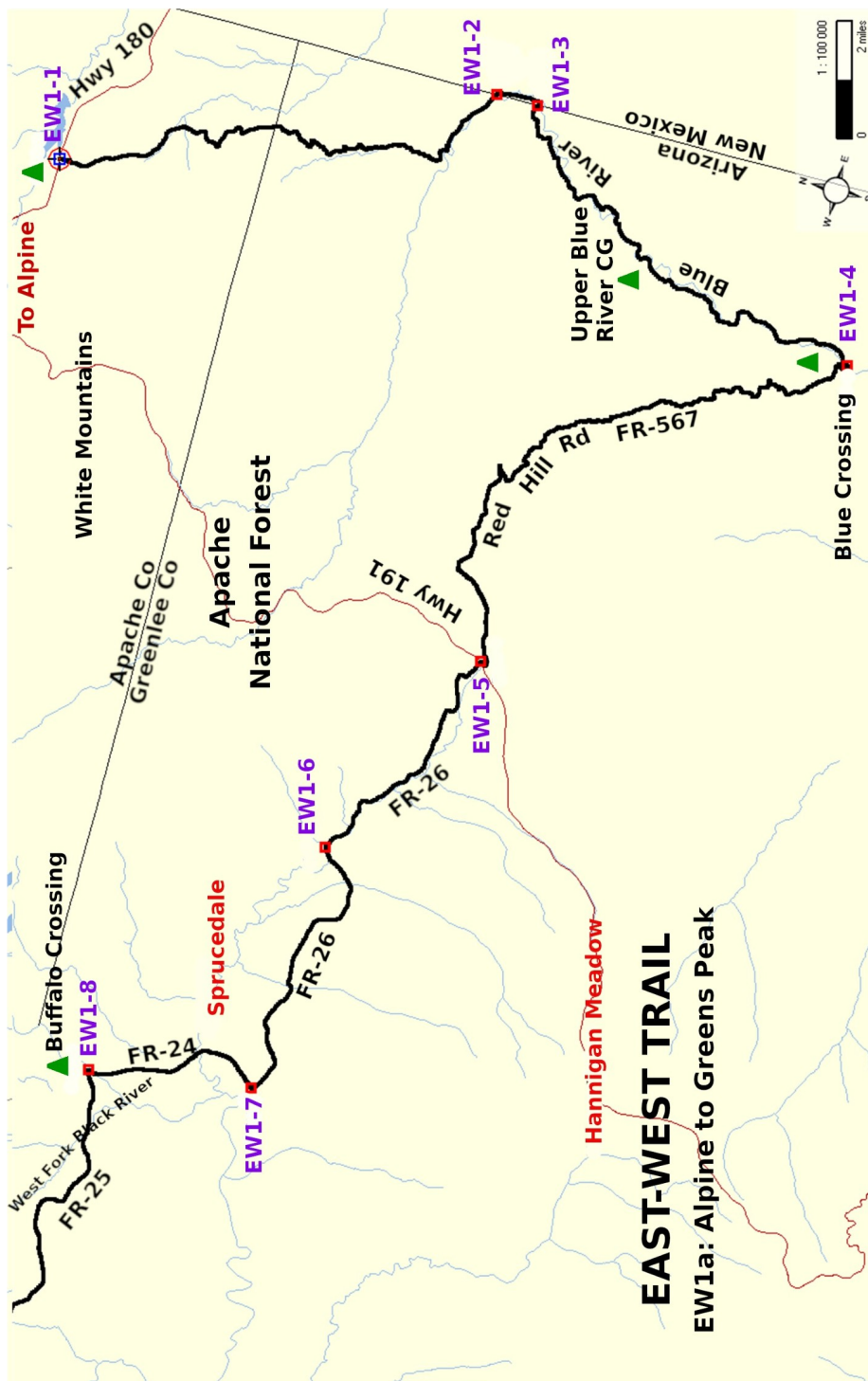
Views along East-West Trail 1 Alpine, AZ to Greens Peak





Modern, albeit very remote, rest area along the trail.



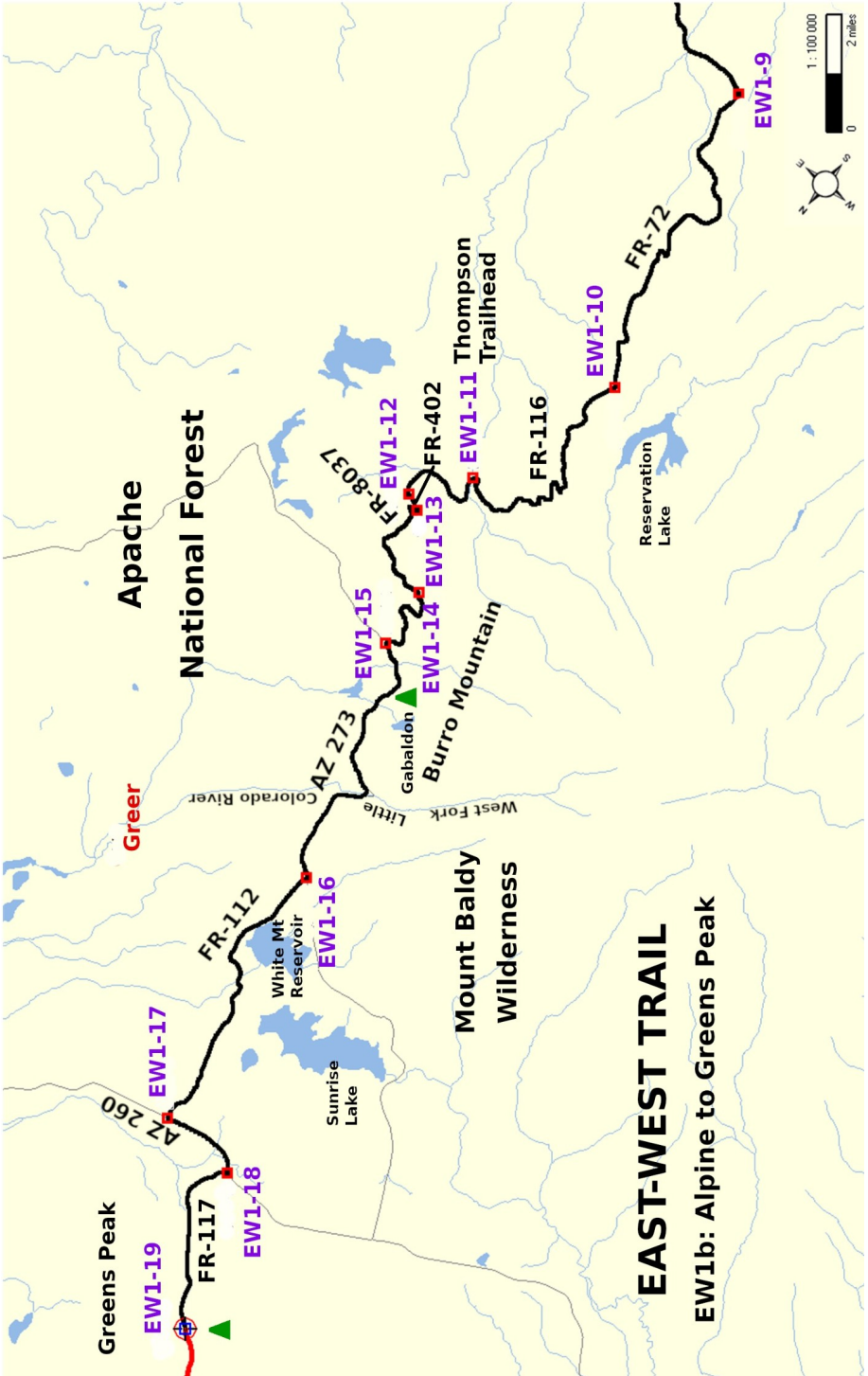


EW1a: Alpine to Greens Peak

EW1-1		N33° 49.6401' W109° 05.8777'
9.5 ▼	0.0 ▼	Enter Blue River Rd from Hwy 180
		83.4 ▲ Exit onto Hwy 180.
EW1-2		N33° 43.6635' W109° 02.7774'
0.9 ▼	9.5 ▼	Crossing border with New Mexico.
		73.9 ▲ Re-entering Arizona.
EW1-3		N33° 43.0343' W109° 02.7836'
8.7 ▼	10.4 ▼	Re-entering Arizona.
		73.0 ▲ Crossing border with New Mexico.
EW1-4		N33° 37.6272' W109° 05.8090'
12.0 ▼	19.1 ▼	Turn right onto Red Hill Road.
		64.3 ▲ Turn left onto Blue River Road.
EW1-5		N33° 41.7323' W109° 12.5631'
4.6 ▼	31.1 ▼	Cross Hwy 191 onto FR-26.
		52.3 ▲ Cross Hwy 191 onto Red Hill Road.
EW1-6		N33° 43.2376' W109° 16.4512'
5.2 ▼	35.7 ▼	Turn left at “Y”, onto FR-26.
		47.7 ▲ Turn right at “Y”, onto FR-26.
EW1-7		N33° 43.3648' W109° 20.9061'
3.2 ▼	40.9 ▼	Turn right onto FR-24.
		42.5 ▲ Turn left onto FR-26.
EW1-8		N33° 45.7635' W109° 21.3419'
6.7 ▼	44.1 ▼	Turn left on FR-25 towards West Fork and go straight on FR-72.
		39.3 ▲ Turn right on FR 276, & right on FR-24

EW1b: Alpine to Greens Peak

EW1-9		N33° 46.1752' W109° 27.3921'
6.7 ▼	50.8 ▼	Turn right.
		32.6 ▲ Turn left onto FR-72, becomes FR-25.
EW1-10		N33° 50.6659' W109° 29.0435'
4.8 ▼	57.5 ▼	Turn right onto FR-116 to Big Lake.
		25.9 ▲ Turn left.



EW1-11		N33° 53.0348' W109° 28.1593'
1.9▼	62.3▼	Thompson Trailhead at Black River.
	21.1▲	Thompson Trailhead at Black River.
EW1-12		N33° 53.8417' W109° 27.4492'
0.3▼	64.2▼	Turn left on FR-402
	19.2▲	Turn right onto FR-116.
EW1-13		N33° 53.9306' W109° 27.7498'
2.1▼	64.5▼	Turn right onto FR-8037.
	18.9▲	Turn left onto FR-402.
EW1-14		N33° 54.8503' W109° 28.7086'
1.8▼	66.6▼	Bear right (around fallen tree).
	16.8▲	Bear left (around fallen tree).
EW1-15		N33° 55.7336' W109° 28.8558'
5.1▼	68.4▼	Turn left onto AZ 273.
	15.0▲	Turn right onto FR-8037
EW1-16		N33° 59.1238' W109° 30.4548'
5.2▼	73.5▼	Turn right onto FR-112.
	9.9▲	Turn left onto AZ 273.
EW1-17		N34° 03.1631' W109° 31.3073'
1.5▼	78.7▼	Turn left onto AZ 260.
	4.7▲	Turn right onto FR-112.
EW1-18		N34° 03.2150' W109° 32.7484'
3.2▼	80.2▼	Turn right onto FR-117
	3.2▲	Turn left onto AZ 260.
EW1-19		N34° 05.3860' W109° 33.9456'
Arrive	83.4▼	Greens Peak.
	0.0▲	Greens Peak.



East-West Trail 2: **Greens Peak to Airplane Flat**

Most of this leg of the East-West Trail lies on the Mogollon Rim, a long, precipitous, cliff-like ridge of rock formed by fracturing of the earth's crust that forms the southern limit of the Colorado Plateau. It extends across the entire pine forest and provides views that include the Four Peaks of the Mazatzals northeast of Phoenix.

It is a popular getaway for anyone looking to escape the desert heat, which, in addition to sightseeing along FR-300, boasts the General George Crook National Recreation Trail. This is now a hiking trail, but originally it was a wagon road built by the general to move troops and supplies between military posts in the 1870s as the U.S. Army battled the Apaches. In this area there are also horseback trails and lakes stocked with trout for boaters and fishermen.



L to R: Author, Mike Drawskey, Jesse Chinn, Larry Blau, and Gary Keller on the Mogollon Ridge.

FR 300, a well-graded dirt road, was very rutted when we drove it. It skirts forests and meadows, and offers plenty of opportunities to pull over and enjoy the views. Many roads branch off it, leading to lakes, camping sites, and towns.

The Mogollon Rim is the northern border of the Fort Apache Indian Reservation. Established by Executive Order on November 9, 1891, it is the 1.6 million acre ancestral home of the White Mountain Apache Tribe, and is now known as the White Mountain Apache Reservation. It is accessible from the East West Trail for those interested in visiting it, but the trail does not venture onto it.



Gentry Lookout

The White Mountain Apache, the direct descendants of the tribes that lived in this area, were once nomadic, but now depend on livestock, agriculture, tourism and various tribal enterprises for their livelihood.

Whiteriver, their capital, is also their largest community with over 2,500 residents.

Camping opportunities abound on the Rim, and after driving nine hours on this section of the East-West Trail, the Airplane Flat Campground is the perfect place to spend the night. Down a dirt road that can be washboard in places, it is set among a thick stand of Ponderosa pines, and white and Douglas firs. Canyon Creek (fly and lure fishing only), is stocked with trout from the Canyon Creek Hatchery a couple hundred yards up the road. The hatchery offers self-guided tours until 4 p.m. The fish range from fry to over two feet in length.

There are vault restrooms at the campground, but no water. Local wildlife includes black bear (bear-proof your camp), elk, javelina, mountain lion, turkey and deer. There is no trash service, but there are trash bins at Colcord Ridge Campground which you will pass on your

way back to the main road.

How to Get There:

EW2-1: continue on FR-117 if you drove EW1. If not, drive 3.2 miles north on FR-117 from AZ 260 to EW2-1.

EW2-31: Since you would drive 6.2 miles from AZ 260 and then, unless you intended to camp at Airport Flat, return to and continue on AZ 260 to the turn off for FR 300 (EW2-26), I suggest you begin this section at EW2-26. Ideally it would be best to drive EWT2 as a continuation of EWT1.

Roads Comprising Off-road Trail: FR-117; FR 61; FR 96; FR-224; FR 271B; FR 271; FR 185 (Snowmobile Trail); FR-182 Ski Hi Road; Buck Springs Road; White Mountain Boulevard (AZ 260); Wagon Wheel Road; Mogollon Rim Road (General Crook Trail #140, FR-300); US 60: Payson-Heber Highway (AZ 260); Young-Heber Road (FR 512); Colcord Road FR 33.

Open months/Best Travel: Spring-Fall. Snow may cause road closures.

Permits: Arizona State Land Department Recreational Permit Parking Pass. <https://land.az.gov/recreational-permit-portal>.

Elevation Min/Max in feet: 6,594'/9,563'.

Total Mileage: 110.1 miles.

Paved Mileage: 21.5 miles.

Unpaved Mileage: 88.6 miles.

Travel Time: 9 hours to Airplane Flat CG.

Difficulty: Moderate.

Remoteness: 2/4



Camping, Motels, and Services: EW2-1: At Greens Peak: camping only, but, there are motels, restaurants, grocery stores, and gas stations in Springerville, 16 miles from EW1-17 on AZ 260.

EW2-31 Airplane Flat, camping only, but there are services and motels in Payson, 30 miles on AZ 260 from EW2-28, or in Heber 13 miles from EW2-26 on AZ 260. Fuel and supplies are also available in McNary, Pinetop, Lakeside, and Forest Lakes.

Driving the Trail: Continue northwest on FR-117 and bear left

at fork EW2-2. This is a graded road in a pine forest, and may be snow-covered in April. At EW2-3 turn left onto FR-61.

Turn left at EW2-5 after the sign for Vernon, Old Whiting Sawmill. Stay left on Co Rd 61 at EW2-6. Harris Lake is to the right.

After the sign for Vernon, at EW2-7 turn left on FR-96. Devastation from the Wallow Fire is apparent in this area.

Bear right at EW2-10. Conditions change and the road may be very rutted if it has not been graded in a while. At EW2-12 turn left to go to the Los Burro campground or turn right on FR 271b to continue the trip.

Bear left at EW2-13 onto FR 271.

At EW2-16 turn left on FR 182 (Ski Hi Road) towards Pinetop, then at EW2-17, Buck Springs Road, turn right at the stop sign.

Turn right at EW2-18 onto E White Mountain Boulevard (AZ 260). Fuel, food, and supplies are all available along the highway.



*Los Burros campground
inhabitant.*



Mogollon Rim Road

At EW2-19 turn left onto Wagon Wheel Lane, and after 0.8 miles, at EW2-20, turn left after Starlight Ridge Road. There is a ditch here, so be careful crossing it, then bear right. This road, which can be rough and washed out, is the Mogollon Rim Road, Sitgreaves National Forest

Road 300, and in areas parallels the General George Crook National Recreation Trail. It is accessible to SUVs and similar vehicles, but can be quite rutted and bumpy in sections.

Gentry Lookout at (EW2-24) and Black Canyon Rim at (EW2-25) are camping/rest areas.

If you intend to continue onto EW3 when you finish this trail and need fuel, I suggest you stop at the Forest Lakes gas station at

EW2-27, since the next service station is in Punkin Center, 120 miles away.

At EW2-28 turn left on Young-Heber Road, FR-512, and at EW2-30 turn left onto Colcord Road, FR-33.

At EW2-31 go straight 1.6 miles to Airplane Flat Campground Recreation Site or turn right on FR-34 to continue trip.

Road Information: Black Mesa Ranger District, Lakeside Ranger District.

Restrictions: None at this time.

Map References:

Androidmaps/usa/arizona.map

USGS:

1:24,000: Greens Peak, Horseshoe Cienega, Boundary Butte, Sponseller MT, Lakeside, Indian Pine, Show Low South, Red Top MT, Limestone Canyon North, Clay Springs, Day Spring, Outlaw Draw, Brookbank Point, O W Point.

1:100,000: Springerville, Show Low.

1:250,000: St Johns (AZ), Holbrook (AZ),

Terrain Navigator: Arizona North, (AZ 9).

Arizona Road & Recreation Atlas: p. 42-43; 76-77.

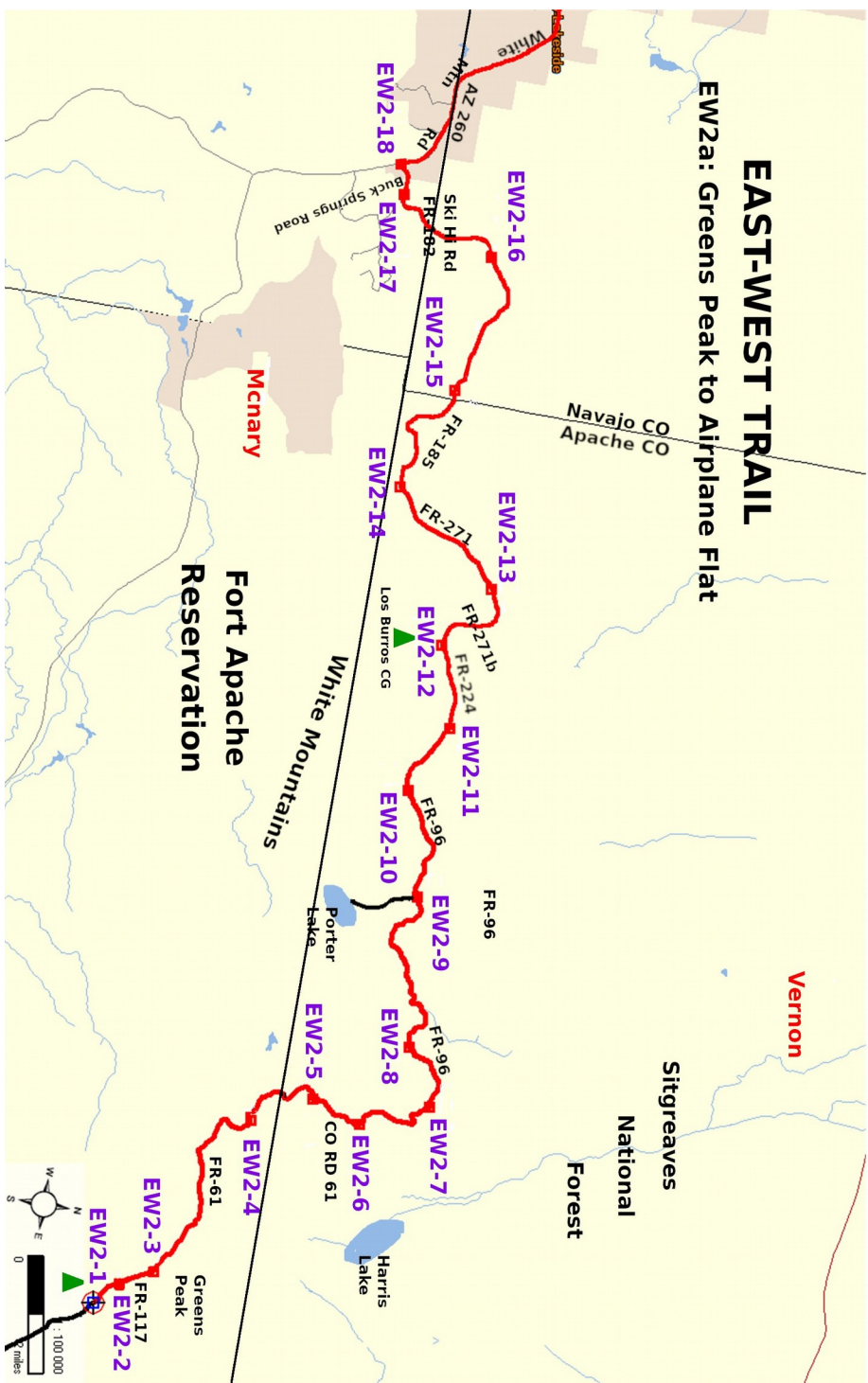
USDA Forest Service Maps: Blue Range Wilderness and Primitive Area; Apache-Sitgreaves National Forests.



Road to Airplane Flat Campground

EAST-WEST TRAIL

EW2a: Greens Peak to Airplane Flat



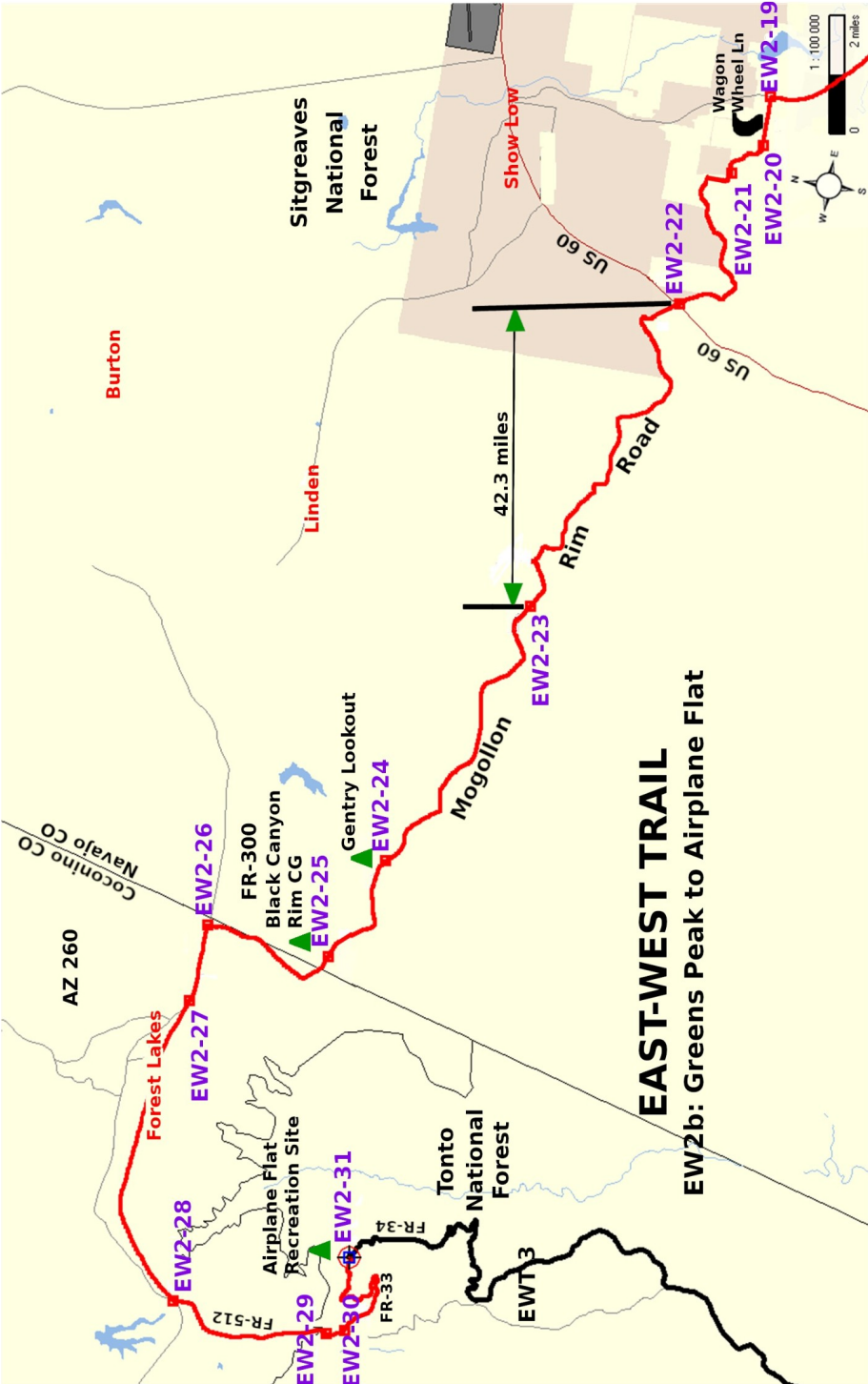
EW2: Greens Peak to Airplane Flat

EW2-1		N34° 05.3860' W109° 33.9456'
0.7▼	0.0▼	Continue on FR-117.
		110.1▲ Continue on FR-117.
EW2-2		N34° 05.8031' W109° 34.4395'
0.5▼	.07▼	Bear left at fork on FR-117.
		109.4▲ Bear right on FR-117.
EW2-3		N34° 06.1679' W109° 34.6791'
3.7▼	1.2▼	Turn left onto FR-61
		108.9▲ Go straight onto FR-117
EW2-4		N34° 07.1980' W109° 37.6344'
1.7▼	4.9▼	Continue straight past gate.
		105.2▲ Bear right.
EW2-5		N34° 08.0543' W109° 38.2054'
1.0▼	6.6▼	Turn left after sign for Vernon CR 61.
		103.5▲ Turn right on FR-61.
EW2-6		N34° 08.7901' W109° 37.8991'
1.6▼	7.6▼	Stay left on FR-61.
		102.5▲ Stay on FR-61.
EW2-7		N34° 09.7831' W109° 38.4289'
1.3▼	9.2▼	Turn left on FR-96.
		100.9▲ Turn right on FR-61.
EW2-8		N34° 09.3318' W109° 39.4204'
3.4▼	10.5▼	Straight on FR-96.
		99.6▲ Bear left on FR-96.
EW2-9		N34° 09.0631' W109° 42.0754'
2.0▼	13.9▼	Go straight on FR-96.
		96.2▲ Stay on FR-96.
EW2-10		N34° 08.6533' W109° 43.9077'
1.4▼	15.9▼	Bear right, stay on FR-96.
		94.2▲ Go straight on FR-96.
EW2-11		N34° 09.1057' W109° 45.1325'
1.5▼	17.3▼	Turn left at FR-224 Vernon McNary Rd.
		92.8▲ Turn right onto FR-96.

EW2-12		N34° 08.7664' W109° 46.5721'
1.7▼	18.8▼	Turn right on FR-271b or go to CG.
	91.3▲	Left on Vernon McNary Rd. Rt to CG
EW2-13		N34° 09.3574' W109° 47.7059'
2.5▼	20.5▼	Turn left onto FR-271.
	89.6▲	Turn right onto FR-271B.
EW2-14		N34° 07.7619' W109° 49.2270'
2.4▼	23.0▼	Turn right on FR-185 Snowmobile Trail.
	87.1▲	Turn left then bear right onto FR-271.
EW2-15		N34° 08.3079' W109° 51.0744'
2.7▼	25.4▼	Stay right on gravel rd (Snowmobile Tr)
	84.7▲	Go straight.
EW2-16		N34° 08.4861' W109° 53.5348'
2.1▼	28.1▼	Turn right then left on Ski Hi Road.
		and continue on FR-182.
	82.0▲	Turn right then left on FR-185.
EW2-17		N34° 07.0571' W109° 54.3554'
0.6▼	30.2▼	Turn right at stop onto Buck Springs Rd.
	79.9▲	Turn left onto Sky Hi Road. FR-182.
EW2-18		N34° 06.9358' W109° 54.8837'
8.5▼	30.8▼	Turn right onto White Mt Blvd. AZ 260.
	79.3▲	Turn left onto Buck Springs Rd.

EW2b: Greens Peak to Airplane Flat

EW2-19		N34° 11.4527' W110° 00.9039'
0.8▼	39.3▼	Turn left onto Wagon Wheel Lane.
	70.8▲	Turn right onto White Mt Blvd. AZ 260.
EW2-20		N34° 11.4515' W110° 01.7787'
0.8▼	40.1▼	Left after Starlight Ridge Rd, Rt on MRR
	70.0▲	Turn left for Wagon Wheel Lane.
EW2-21		N34° 11.8370' W110° 02.3522'
3.7▼	40.9▼	Go straight after cattleguard.
	69.2▲	Go straight after cattleguard.
EW2-22		N34° 12.2550' W110° 04.7962'
42.3▼	44.6▼	Cross US 60 and back onto MRR.
	65.5▲	Cross US 60 and back onto MRR.



EW2-23		N34° 17.7193' W110° 37.5879'
5.6 ▼	86.9 ▼	Pass Buckskin Canyon Rd on left.
	23.2 ▲	Pass Buckskin Canyon Rd on right.
EW2-24		N34° 18.0678' W110° 42.7672'
2.1 ▼	92.5 ▼	Gentry Lookout, camping.
	17.6 ▲	Gentry Lookout, camping.
EW2-25		N34° 18.2312' W110° 44.7366'
2.5 ▼	94.6 ▼	Black Canyon Rim Campground.
	15.5 ▲	Black Canyon Rim Campground.
EW2-26		N34° 20.0254' W110° 45.1323'
1.3 ▼	97.1 ▼	Left on AZ 260 Payson Heber Hwy.
	13.0 ▲	Turn right on Mogollon Rim Rd. FR-300
EW2-27		N34° 19.8051' W110° 46.4874'
5.5 ▼	98.4 ▼	Forest Lakes gas station.
	11.7 ▲	Forest Lakes gas station.
EW2-28		N34° 18.1568' W110° 51.4308'
2.9 ▼	103.9 ▼	Left on Young-Heber Rd FR-512
	6.2 ▲	Right on AZ 260 Payson Heber Hwy.
EW2-29		N34° 15.9221' W110° 50.8131'
0.3 ▼	106.8 ▼	Stay on FR-512 Young-Heber Rd.
	3.3 ▲	Stay on FR-512 Young-Heber Rd.
EW2-30		N34° 15.7026' W110° 50.6402'
3.0 ▼	107.1 ▼	Turn left onto Colcord Road. FR-33.
	3.0 ▲	Turn right on FR-512 Young-Heber Rd.
EW2-31		N34° 16.0876' W110° 49.4075'
	110.1 ▼	Turn right on FR-34. (F South 534)
	0.0 ▲	Turn left onto Colcord Road. FR-33.

Airplane Flat Campground Rec Site is ahead 1.6 mi on FS-33.

Views along East-West Trail: EW2



East-West Trail 3: **Airplane Flat to Fountain Hills**



This section of the East-West Trail descends from 7,804 feet to 2,434 feet, winding down through pine tree forests, crossing streams, and ending in the desert near Phoenix.

At over 128 miles in length, it is the longest of the trail's eight sections, and



Mojave Rattlesnake on Cline Cabin Road

shares with them remote, washed out, and rocky roads with occasional paved highways. Above all, it also shares stunning views and rustic campgrounds. If you prefer camping in the wild, stay alert and be as prepared as possible to deal with desert wildlife.

Since it may take you ten hours to drive, you may want to camp along FR 143 (El Oso & Cline Cabin Road) that takes you over the Four Peaks section of the trail. This will allow you enough daylight to set up camp, have dinner and clean up before dark. If you push on to Needle Rock, it will add another one and half to two-hours to your drive and may leave you setting up camp in the dark! If you are planning to stay at a hotel for the night, Fort McDowell Casino and Fountain Hills have accommodations. In Fountain Hills you can eat breakfast, buy supplies, and fuel up before beginning the fourth section of the East-West Trail, the 92 mile ride from Fountain Hills to Crown King.

One of the campgrounds along this trail is Valentine Ridge Campground, near Canyon Creek, known for its rainbow trout fishing and its 9-mile long, all-terrain bicycle loop trail. Black bear (bear-proof your camp—especially food), deer, mountain lion, elk, and turkey inhabit the area.

The Canyon Creek Fish Hatchery is nearby.

Even though FR 512 and FR 188 are unpaved roads, they are open to passenger vehicles. Temperatures dip into the teens in the winter, however, and 4-Wheel drive vehicles are advisable after heavy snows.

This trail is not difficult, but it crosses several washes and flowing creeks. Standard rules apply: do not cross them when the water is high. Because of the danger of crossing a river when it is flowing high and fast, as I wrote in an earlier chapter, the State of Arizona has created "The Stupid Motorist Law," (section 28-910 of the Arizona Revised Statutes), which states that any motorist who becomes stranded



EW3-5 FR-512



Larry Blau crossing Cherry Creek

after entering a flooded stretch of roadway may be charged for the cost of his rescue.

During flash floods raging waters can easily sweep you and your automobile downstream. If they do, and if you have not drowned and have managed to call public emergency services to rescue you (if your cellphone works where you end up), they may bill you up to a maximum of \$2,000.

The last section of this trail, Four Peaks Road, is a 27.4 mile long, moderately to heavily trafficked road in the Tonto National Forest that is open to all vehicles. It is an easy drive on a graded dirt road with stunning vistas, but can be washed out and rutted in places. Small stream crossings are possible, and there may be snow at the summit in late fall and winter. It offers a number of activity options and is accessible year-round. It is a very popular mountain drive with great hiking trails and is the primary access point for the heavily-used Rolls OHV Area. Stay on marked roads and trails at all times.

How to Get There:

Waypoint EW3-1: If you are starting this trail from the end of EWT2, turn right at EW2-31 on FR-34. If you continued to Airplane Flat campground at the end of Trail 2, turn left on FR 34 at EW3-1 after leaving the campground.

If did not drive EWT2, enter FR-512 from Highway AZ 260 at waypoint EW2-28, and follow the EWT2 waypoints to marker EW2-31 and then turn right.



Jesse Chinn on the trail.

Waypoint EW3-25: Enter Cline Cabin Road, FR 143, from Highway 87.

Roads Comprising Off-road Trail: FR-34, NO W Ranch Road, FR-188, FR-109, FR-512, Young-Heber Road, Fr-202, FR-203, AZ 288, FR-60, A Cross Road, El Oso Road, FR-143, 4 Peaks Saddle, Cline Cabin Road.

Open months/Best Travel: Year round.

Permits: AZ Land Permit. <https://land.az.gov/natural-resources/recreational-permits>. No permit needed for Tonto Forest if you do not camp or stay in recreational areas.

Elevation Min/Max: 2,434'/7,804'.

Total Mileage: 128.5 miles.

Paved Mileage: 9.9 miles.

Unpaved Mileage: 118.6 miles.

Travel Time: 9.5 hours.

Difficulty: Moderate.

Remoteness: 1/4-2/4.

Camping, Motels, and Services: EW3-1: Airplane Flat, camping only, but there are motels and services in Payson, 30 miles from EW2-28 on AZ 260, or in Heber, 13 miles from EW2-26 on AZ 260.

EW3-25: Camp along FR-143, or there are motels in Fountain Hills, 17 miles from the end of the trail on Highway 87. The distance from EW3-25 and EW4-1 is 31 miles. The distance from Shea Boulevard in Fountain Hills to EW4-1 via Fountain Hills Boulevard is 14 miles. Fuel and minor supplies are also available in Forest Lakes. Full services are available in Punkin Center.

Driving the Trail: At EW3-1 turn right onto FR-34 from the end of East-West Trail 2, or turn left if returning from Airplane Flat Campground. This is a dirt road dirt and can be rutted, winding, and narrow in sections.

At EW3-2 turn right for Valentine Ridge Campground, which is at EW3-3. Enter the campground, or turn right to continue on FR-188 (NO W Ranch Road).

EW3-4 turn left onto FR-109 and at EW3-5 turn left at stop sign onto FR-512



(Young-Heber Road). EW3-6 turn left on FR-202. This is wide and graded, but may be dusty and washboard in spots.

EW3-7 turn left onto FR-202 through private property.

EW3-8 turn left on FR-202. You will be under power lines throughout much of FR-

Bar Eleven Ranch entrance on FR-60
202.

EW3-10 Stay right on FR-202; from the opposite direction, bear left.

EW3-11 Keep left at fork; from the opposite direction, go straight.

At EW3-13 turn left on Cherry Creek Road, FR-203, and at EW3-15 cross Coon Creek and continue on Cherry Creek Road.

The pavement begins at EW3-16. Turn right the at stop sign onto AZ 288, Young Highway. The dirt road begins again at EW3-17 when you turn left onto A Cross Road, FR-60. You will pass the entrance to the Bar Eleven Ranch.

EW3-18 turn right on A Cross Road, FR-60. There are good group campsites along this road.

EW3-20 Indian Point Recreation Site to left. At stop sign stay on A Cross Road, FR-60.

EW3-21 Turn right on Highway 188 and then left on El Oso Road to continue the trail, or go straight to Punkin Center, about 6 miles away, for gas and supplies. Turn right on El Oso Road on the way back from Punkin Center. 4 Peaks Saddle Road is graded and is SUV capable.

At EW3-22 go straight through gate on FR-143; Pigeon Spring Road staging area and camping sites are to the left.

EW3-23 turn left into Cline Cabin Road; at EW3-24 bear right onto 4 Peaks Road. From EW3-25, bear left at EW3-24 and bear right after 1.3 miles.

Exit at EW3-25, Highway 87. Turn left for Fountain Hills to begin East-West Trail 4: Needle Rock to Crown King.

Road Information: contact the Rangers in the Tonto National Forest.

Restrictions: none at this time.

Map References:

USGS:

1:24,000: O W Point, Parallel Canyon, Gentry MT, Rock House, Sombrero Peak, Dagger Peak, Meddler Wash, Windy Hill, Greenback Creek, Tonto Basin, Four Peaks, Mine MT,

1:100,000: Show Low, Seneca, Theodore Roosevelt Lake.

1:250,000: Holbrook (AZ), Mesa (AZ)

Terrain Navigator: Arizona North, (AZ9).

Arizona Road & Recreation Atlas: p. 41-43, 75-77.

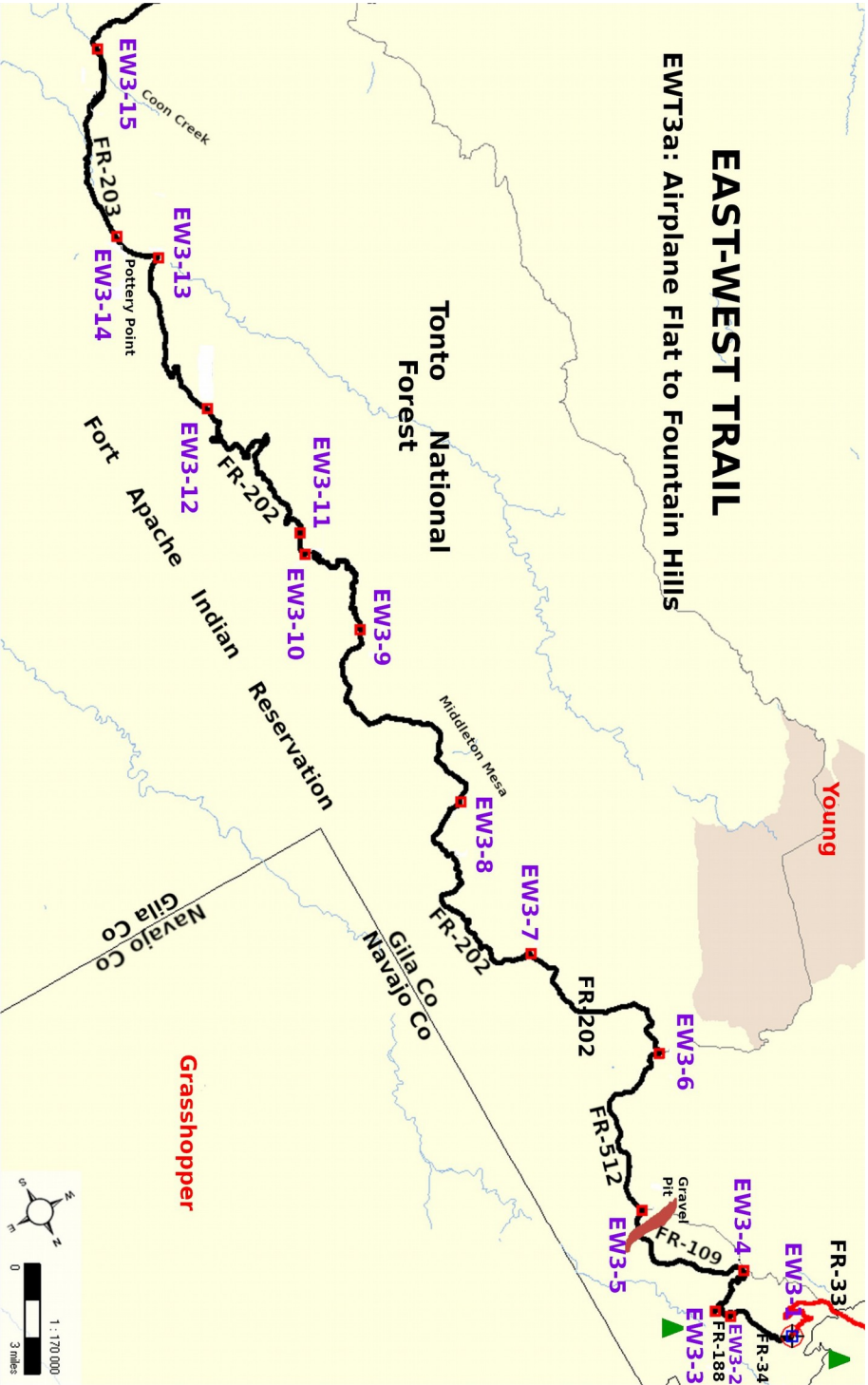
USDA Forest Service Map: Tonto National Forest.



Cline Cabin Road with Weaver Needle in Background

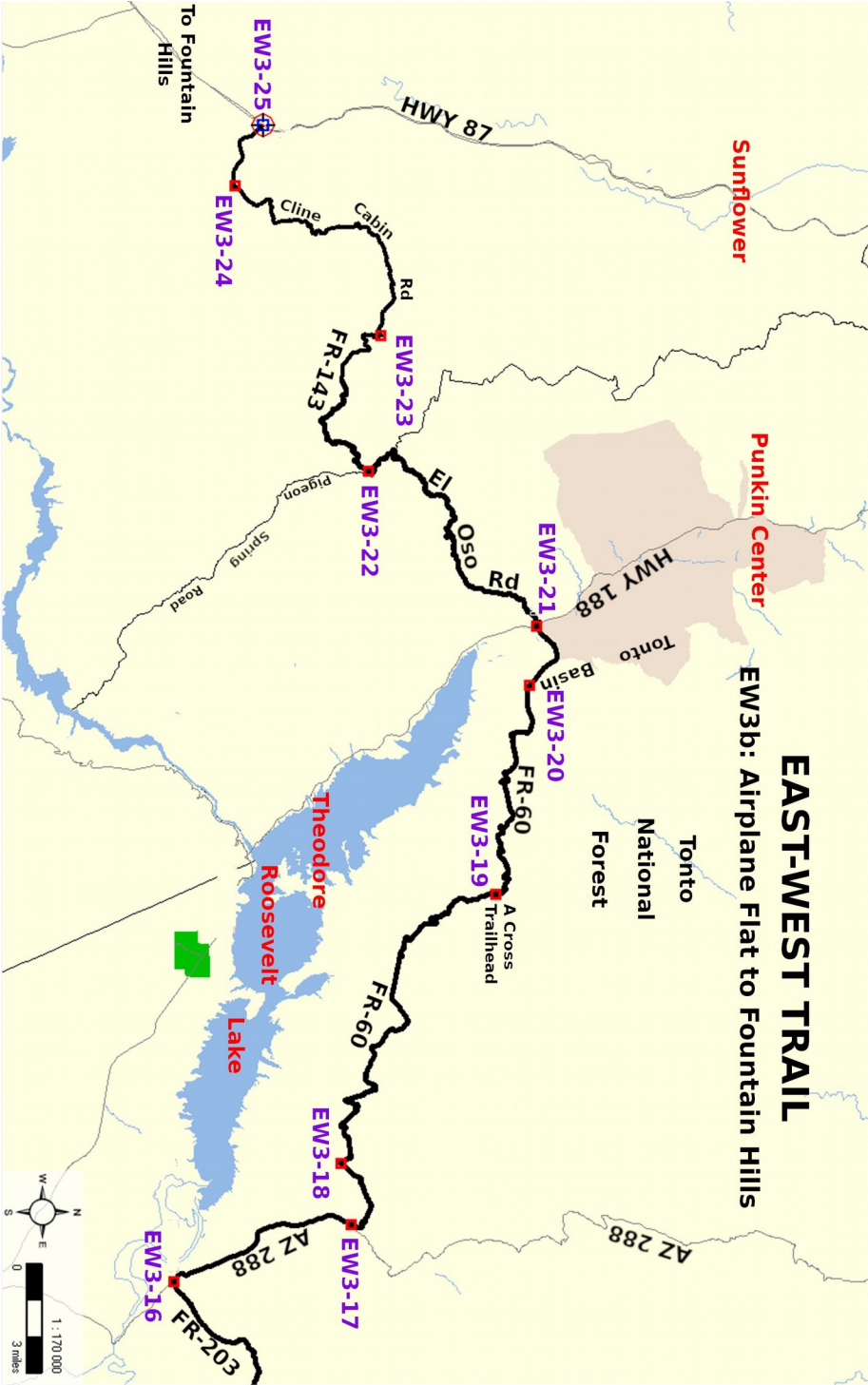


El Oso Road



EW3a: Airplane Flat Campground to Fountain Hills

EW3-1		N34° 16.0876' W110° 49.4075'
2.2 ▼	0.0 ▼	Turn right onto FR-34. (FR-534).
		128.5 ▲ Turn left onto Colcord Road FR-33.
EW3-2		N34° 14.9467' W110° 48.1750'
0.8 ▼	2.2 ▼	Turn rt for Valentine Ridge CG. FR-188
		NO W Ranch Road
		126.3 ▲ Turn left on FR-34.
EW3-3		N34° 14.6411' W110° 47.8742'
1.8 ▼	3.0 ▼	Val Ridge CG on left. Stay on FR-188.
		125.5 ▲ Val Ridge CG on right. Stay on FR-188.
EW3-4		N34° 14.1391' W110° 49.1529'
4.4 ▼	4.8 ▼	Turn left onto FR-109 (FR-738).
		123.7 ▲ Stay right on FR-188.NO W Ranch Rd
EW3-5		N34° 11.6953' W110° 47.5131'
5.6 ▼	9.2 ▼	Turn left onto FR-512 at stop.
		119.3 ▲ Bear right at fork onto FR-109 (FR-738).
EW3-6		N34° 08.6765' W110° 50.1900'
5.8 ▼	14.8 ▼	Turn left on FR-202.
		113.7 ▲ Turn right onto FR-512.
EW3-7		N34° 05.0850' W110° 48.3981'
7.7 ▼	20.6 ▼	Turn left onto FR-202.
		107.9 ▲ Turn right onto FR-202.
EW3-8		N34° 01.1234' W110° 48.8396'
7.9 ▼	28.3 ▼	Turn left on FR-202.
		100.2 ▲ Bear right onto FR-202.
EW3-9		N33° 56.3848' W110° 48.8375'
4.0 ▼	36.2 ▼	Gate, go straight.
		92.3 ▲ Gate, go straight.
EW3-10		N33° 54.1576' W110° 48.5352'
0.6 ▼	40.2 ▼	Keep right on FR-202.
		88.3 ▲ Turn left on FR-202.
EW3-11		N33° 53.6752' W110° 48.7269'
7.8 ▼	40.8 ▼	Keep left on FR-202.
		87.7 ▲ Go straight on FR-202.



EW3-12		N33° 50.0059' W110° 48.1858'
5.5▼	48.6▼	Gate. Stay on FR-202.
		79.9▲ Gate. Stay on FR-202.
EW3-13		N33° 46.2999' W110° 49.1446'
1.4▼	54.1▼	Turn left on Cherry Creek Rd, FR-203.
		74.4▲ Turn right on FR-202.
EW3-14		N33° 45.3745' W110° 48.3891'
6.1▼	55.5▼	Go straight on FR-203.
		73.0▲ Bear left on FR-203.
EW3-15		N33° 41.2770' W110° 50.6085'
8.7▼	61.6▼	Cross Coon Creek then left on FR-203.
		66.9▲ Cross Coon Creek then left on FR-203.

EW3b: Airplane Flat Campground to Fountain Hills

EW3-16		N33° 38.5778' W110° 57.0529'
5.6▼	70.3▼	Turn right onto AZ 288
		58.2▲ Turn left on Cherry Creek Rd, FR-203.
EW3-17		N33° 42.7852' W110° 58.6615'
2.6▼	75.9▼	Turn left onto A Cross Rd FR-60.
		52.6▲ Turn right on AZ 288.
EW3-18		N33° 42.5762' W111° 00.4354'
12.5▼	78.5▼	Turn right onto A Cross Rd FR-60.
		50.0▲ Turn left onto A Cross Rd FR-60.
EW3-19		N33° 46.2315' W111° 08.1228'
7.8▼	91.0▼	A Cross Trailhead.
		37.5▲ A Cross Trailhead.
EW3-20		N33° 47.0640' W111° 14.1067'
2.3▼	98.8▼	Turn right, stay on A Cross Road FR-60.
		29.7▲ Turn left onto A Cross Road FR-60.
EW3-21		N33° 47.2110' W111° 15.7975'
9.7▼	101.1▼	Turn rt Hwy 188 then left on El Oso Rd
		27.4▲ Turn rt Hwy 188 then left on A Cross Rd
EW3-22		N33° 43.1943' W111° 20.2124'
6.8▼	110.8▼	Straight on FR-143.
		17.7▲ Straight on FR-143.

EW3-23

8.8 ▼ 117.6 ▼

N33° 43.5299' W111° 24.1012'

Turn left on Cline Cabin Road, FR-143.

10.9 ▲ Turn right on FR-143.

EW3-24

2.1 ▼ 126.4 ▼

N33° 40.0174' W111° 28.3922'

Bear right on FR-143.

2.1 ▲ Bear left on FR-143
& bear right in 1.3 miles

EW3-25

Arrive 128.5 ▼

N33° 40.6942' W111° 30.1202'

Hwy 87. Turn left for Fountain Hills.

0.0 ▲ Enter Cline Cabin Road.



FR-109



FR-202



East-West Trail 4:
Fountain Hills to Crown King



Camp Creek with conglomerate formation

This section of the trail lies in Arizona's Basin and Range Region, and its southern part -home to Needle Rock- is lined by interesting mud and conglomerate rock formations. An oasis from the summer heat, you can reach the Needle Rock recreation area by paved road from Fountain Hills. The trail itself is in Camp Creek, a wash that



Needle Rock at the Verde River

begins at the Needle Rock formation and ends at Bartlett Dam Road.

At the Verde River, where you should air down your tires, are a well-maintained campsite and the cone-shaped Needle Rock. Bald eagles and great blue herons are often seen in the area. Their protected breeding area (Mesquite Bosque) on the far side of the river is off limits to hikers 6 months of the year.



Camping, picnicking, canoeing, fishing and wildlife observation make this a popular site, although the campground is now closed to motor vehicles. There are vaulted toilets and trash service, but no drinking water. Fishing and bathing are

allowed, but require a permit.

Cave Creek Road (FR 24) at the turnoff from Bartlett Road (FR 19) is paved before becoming graded dirt and washboard gravel. Along the way to Seven Springs you will pass the Sears Kay Ruin, a Great Western Trail "Point of Discovery". This is a fortified Hohokam village from the 12th and 13th centuries that overlooks Cave Creek and Carefree. It is an easy hike to the ruins (but it is not wheelchair accessible) and worth a visit. The views are spectacular and interpretive signs at the site explain the village's features.



Sears Kay Ruins

The trail continues along Cave Creek Road (FR 24), which even though it is eventually unpaved, is open to Cadillacs and Bentleys until the Seven Springs Picnic Site, which was constructed by the Civilian Conservation Corps in 1934. There is no vehicle access to the site since the entrance road and portions of the picnic site were washed out a few years ago. Camping is available (with a Tonto Pass) 300 yards north at the CCC Campground. Several hiking trails are nearby.

From this point the trail gets rougher and a sign warns against



FR-41 in New River

driving it in a low clearance vehicle or in wet weather when the road may be impassible.

This section is in the Central Highlands Region of the state, a northwest-southeast band that separates the volcanic Basin and Range Region from the Colorado Plateau. Since this area receives the

most rain of the three regions, you'll leave sand and the Sonoran cacti behind and travel through pygmy forests of piñon and juniper trees, or larger forests of Douglas fir and Ponderosa pine.

The central section of East-West Trail 4 goes through New River Canyon and Table Mesa, crossing New River three times, through boulders that can be 12" high. Caution is advised.

The last section to Crown King passes through Rock Canyon City, Bumble Bee, and Cleator.

At Rock Springs you can buy food and fuel before driving Maggie Mine Road, which initially is rough, rocky,



L to R: Jesse Chinn, Brian & Gary Keller, Author

and washed out in spots. After the exit to I-17 the road is graded and you are very likely to share it with UPS delivery trucks and tractor trailers.

Bumble Bee, originally a stage coach way station between Prescott and Phoenix, was once an old west town built to attract tour-



Cleator

ism, and some of the original buildings are still standing.

Cleator was originally an ore train terminus and a transfer and smelting center in the foothills. James P. Cleator bought the property in 1905, and his descendants still own the

entire town. Some of the original buildings are still standing.

Crown King, your final destination of the day, is a small town at 5,756 feet elevation in the pine forest of the Bradshaw Mountains. Your drive along the 10-mile route from Cleator is a torturous series of ascending switch-backs that once were home to "Murphy's Impossible Railroad." Frank Murphy's trains hauled ore along a series of zigzag segments, each a mile long, with intervening switches and rail extensions, to transfer and smelting facilities.

Leaving Cleator, an engineer drove his train over the first segment to the first intersection, traveling beyond the switch to the end of the rail extension, and stopping. A crewman threw the rail switch and the engineer then backed his train onto the next segment to the next intersection, again traveling beyond the switch, where he stopped. A crewman threw the rail switch, and again the engineer drove his train forward on the next segment, repeating the process until he reached Crown King. He reversed the entire procedure during the descent to Cleator.



Prospectors discovered gold in Crown King in the 1870s. The

mine opened in the 1880's and the town followed in 1912, with a saloon being one of its first businesses.

Difficulties including transporting equipment and ore over rough mountain roads, water shortages, and the loss of a buckboard carriage full of bullion in a rain-swollen creek, led to the mine's closure. \$2,000,000 in gold was extracted from it over the years.

When the mines played out, the railroad company ripped up the tracks, making way for today's gravel road up the mountain. Crown King now has a growing number of summer homes and small businesses. When the nearby Oro Belle Mine mine closed, an entrepreneur dismantled its saloon and hauled it by mule to Crown King, where he reassembled it and reopened it for business. The Crown King Saloon is locally famous for its jalapeno hamburgers.

With its weathered timber cabins, abandoned mines, derelict equipment, and old-time general store, Crown King still looks like a late 19th century mining town.



You may see deer, javelina, mountain lions, bobcats and coyotes along this trail.

How to Get There:

EW4-1: From Shea Boulevard in Fountain Hills, drive north on Fountain Hills Boulevard, turn right on E. McDowell Mountain Road, and then turn north on N. Forest Road (FR-20). Drive

through Rio Verde, Tonto Verde, and continue straight to the entrance to Needle Rock.

EW4-20: Continue on EW5 from Wickenburg to Crown King.

Roads Comprising the Trail: Camp Creek Wash (FR-413), Cave Creek Road (FR-24), FR-41, Table Mesa Road, I-17, Old Black Canyon Highway, Maggie Mine Road, Crown King Road.

Open months/Best Travel: Year round.

Permits: You need a permit to camp or to park in recreation areas in the Tonto National Forest. You can buy a day permit in stores in Fountain Hills or online, but to buy a yearly permit you will need to go to a ranger station. You do not need one to drive the trail or to camp outside of the recreation areas.

You will also need a permit to drive on state lands. AZ Land Permit. <https://land.az.gov/natural-resources/recreational-permits>.

Elevation Min/Max: 1,542'/5,791'

Total Mileage: From the Needle Rock Information Board to Crown King: 92.2 miles.

Paved Mileage: approximately 20 miles.

Unpaved Mileage: 72.2 miles.

Total Travel Time: 8 hours 30 minutes.

Difficulty: Moderate.

Remoteness: 1/4-3/4.



B&B in Crown King

Camping, Motels, and Services: EW4-1: There are motels and full services in Fountain Hills. The distance from Shea Boulevard in Fountain Hills to the beginning of the trail via Fountain Hills Boulevard is 14 miles. Needle Rock Recreation Area is a fee based day-use only

site. Overnight camping is not permitted.

EW4-20 There are Bed and Breakfasts in Crown King. I camped overnight in my Teardrop in the town center, with permission from one of the townspeople. This is not be possible for large groups.



*Author camping in downtown
Crown King*

Camping is available in the Hazlett Hollow Campground, a semi-primitive campground in the Bradshaw Mountains. It is open from May 1- Oct 31, but may be closed due to snow. Fees are \$10 for the campsite, and \$5 for each extra vehicle.

To get to the campground, at Crown King take FR-259A south for 0.5 miles to the junction

with FR-52. Take FR-52 southeast for approximately 6 miles to the campground just northeast of Horsethief Lake.

Food and fuel are also available at Rock Springs.

Driving the Trail: EW4-1 is the Needle Rock Recreation Information sign.

EW4-2 air down area. Camp Creek is a wide, sandy wash with numerous tracks that change after each flood, but all lead to Bartlett Dam Road. Deep sand and the rocking motion created by the minor dunes can make towing a trailer difficult. Since pin-striping your vehicle's paint is likely, follow the widest track where possible. It is a favorite among ATV enthusiasts, so be careful driving around blind curves.

EW4-3 end of Needle Rock trail, turn left on Bartlett Dam Road.

EW4-4 Turn right on Cave Creek Road (FR-24) to Seven Springs Road, passing the turn off to Sears Kay ruins along the way.

EW4-5 Bronco Trailhead.

EW4-6 Turn left on FR-41 going into New River Canyon. The packed dirt road is rough in spots, washboard, narrow, and remote with lots of climbs and descents. You will have a view of Table Mesa in front of you.

EW4-8 turn left and stay on FR-41. The road becomes rougher from this point. No longer packed dirt, it now is rocky in sections with occasional washouts.

EW4-9 turn right down hill. You will cross New River three times, and the rock garden may be difficult, depending upon conditions. There is a steep hill after river bed. One member of our convoy broke the frame of his trailer in this area, so caution is advised.

EW4-10 go straight; from the opposite direction, keep left. FR-41 joins Table Mesa Road. Switchbacks and washouts ahead.

EW4-12 turn right at gate onto Table Mesa Road. Turn left from other direction.

EW4-13 go north on I-17 towards Flagstaff and take exit 242, Rock Springs/Black Canyon City, then turn left. At EW4-15 turn right onto Old Black Canyon Highway or turn left to get fuel and food at Rock Springs.



EW4-16 turn left on Maggie Mine Road.

EW4-17 begin dirt road which is curvy, rocky washed out, and rutted but drivable.

EW4-18 turn right on Maggie Mine Road, which will become Crown King Road. There are marked exits to I-17 along this road.

EW4-19 is Cleator and EW4-20 is the center of Crown King.

Trail Information: Bradshaw Ranger District, Cave Creek Ranger Station (Appendix B).

Restrictions: Seasonal. Check with rangers or online for up-to-date information. The east side of Verde River is closed from December to July and all motorized access to the river is now prohibited.

Map References:

Great Western Trail, Prescott National Forest Section.

USGS:

1:24,000: Bartlett Dam, Wildcat Hill. Humbolt Mountain, New River Mesa, Cooks Mesa, Daisy MT, Black Canyon City, Bumble Bee, Cleator, Battle Flat, Crown King.

1:100,000: Bradshaw Mountains, Phoenix North, Theodore Roosevelt lake.

1:250,000: Mesa (AZ), Phoenix (AZ), Prescott (AZ)

Terrain Navigator: Arizona South (AZ10), Arizona North (AZ9)

Arizona Road & Recreation Atlas: p. 40-41, 74-75, 97.

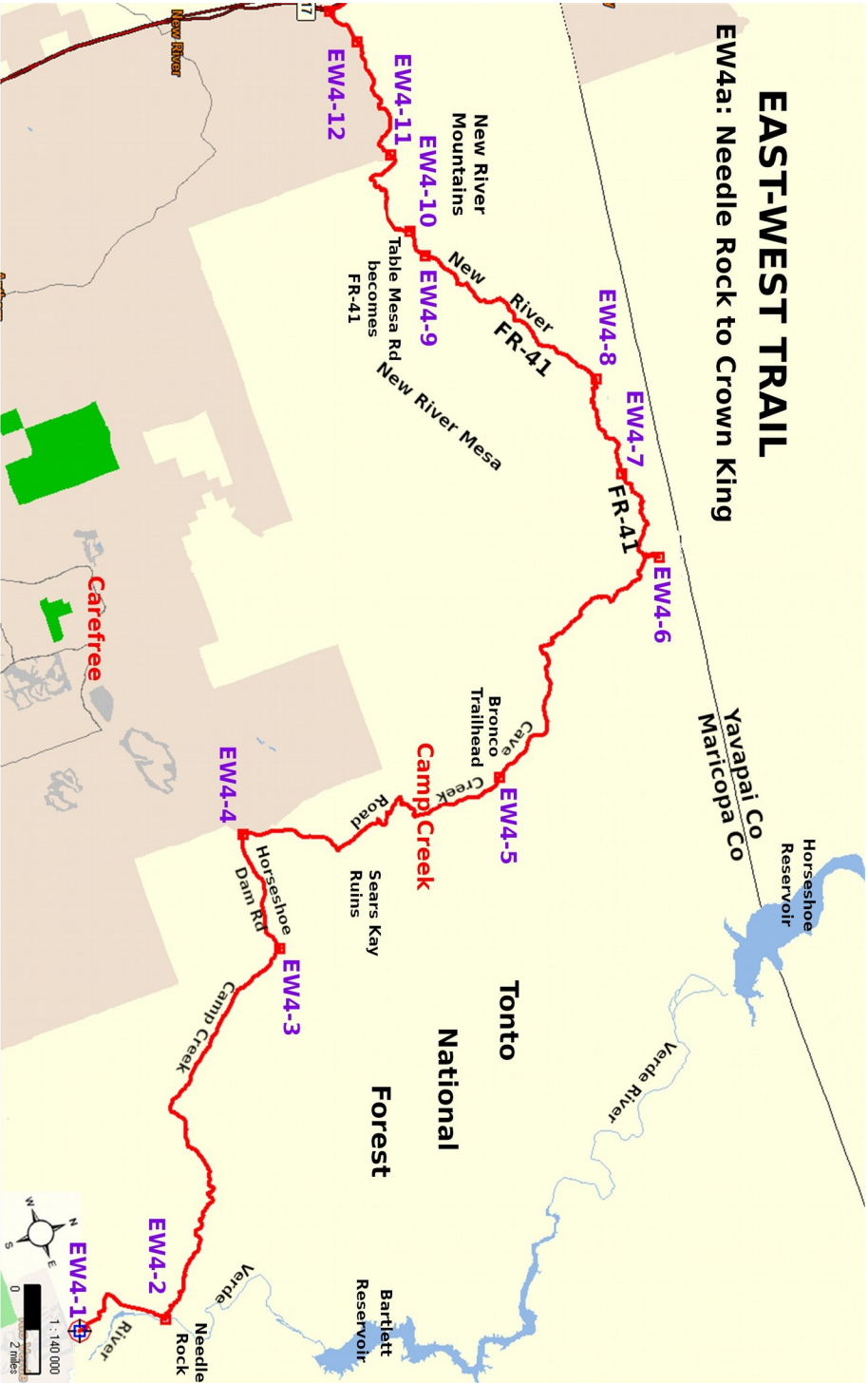
USDA Forest Service Map: Tonto National Forest; Prescott

National Forest.

Brian Keller at Seven Springs Crossing

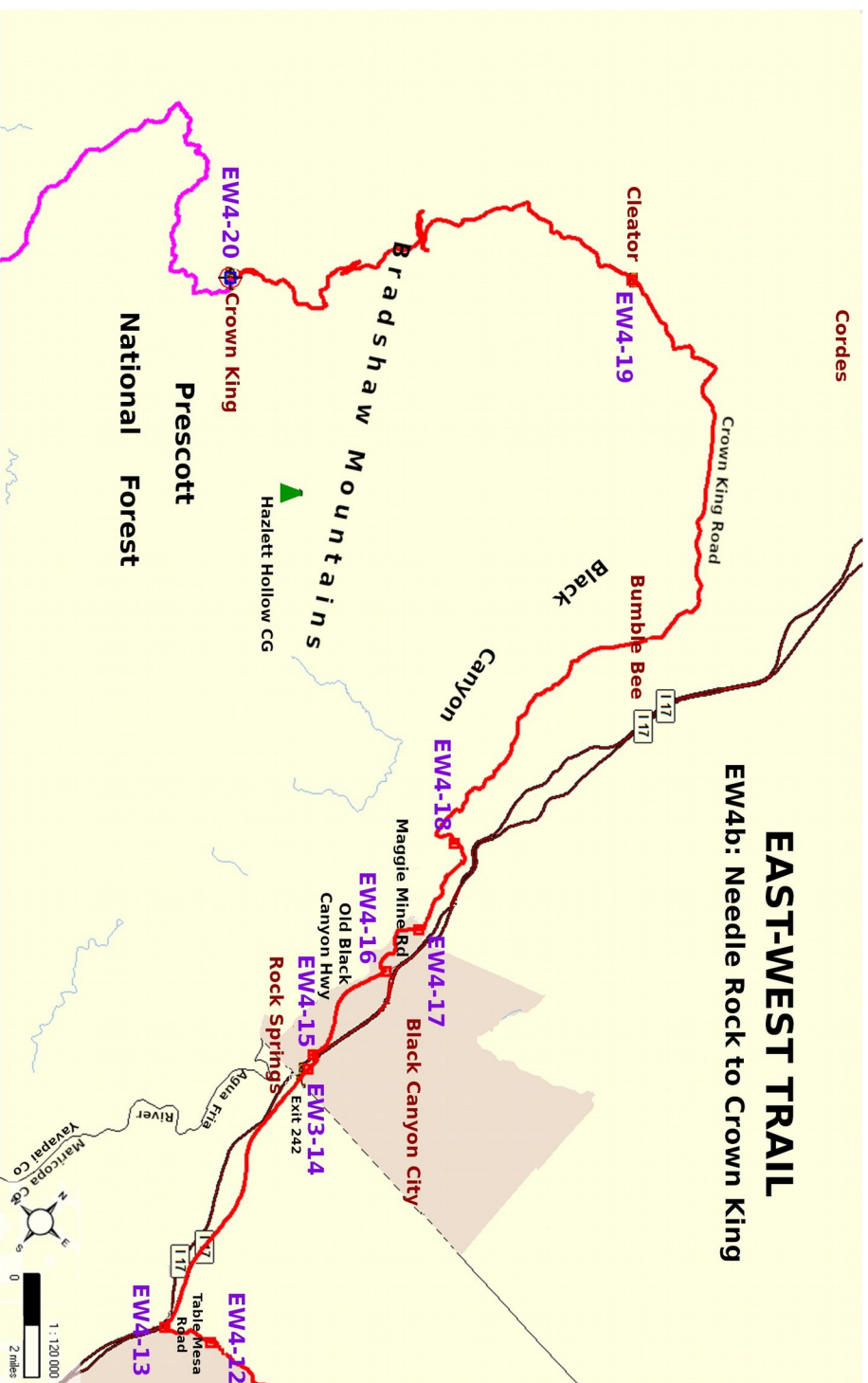


General Store in Crown King



EW4: Needle Rock to Crown King.

EW4-1		N33° 44.6650' W111° 40.2658'
2.7▼	0.0▼	Needle Rock rec area information.
		92.2▲ Needle Rock rec area information.
EW4-2		N33° 46.3150' W111° 39.8376'
10.6▼	2.7▼	Air down area & Needle Rock.
		89.5▲ Air up area & Needle Rock.
EW4-3		N33° 50.9221' W111° 47.1467'
2.9▼	13.3▼	End of Trail. Turn left on Bartlett Road.
		78.9▲ Enter Needle Rock trail on right.
EW4-4		N33° 51.0061' W111° 49.9903'
7.6▼	16.2▼	Turn right on Cave Creek Road FR-24.
		76.0▲ Turn left on Bartlett Dam Road.
EW4-5		N33° 56.1075' W111° 49.1738'
7.9▼	23.8▼	Bronco Trailhead on FR-24.
		68.4▲ Bronco Trailhead on FR-24.
EW4-6		N34° 00.5419' W111° 52.7599'
2.8▼	31.7▼	Turn left FR-41 into New River Canyon
		60.5▲ Turn right onto Seven Springs Road
EW4-7		N34° 00.4185' W111° 54.9201'
2.8▼	34.5▼	Straight on FR-41.
		57.7▲ Straight on FR-41.
EW4-8		N34° 00.5694' W111° 57.2338'
5.5▼	37.3▼	Turn left. Stay on FR-41.
		54.9▲ Turn right. Stay on FR-41.
EW4-9		N33° 58.2339' W112° 01.3712'
0.9▼	42.8▼	Turn right down hill.
		49.4▲ Stay left on FR-41.
EW4-10		N33° 58.0810' W112° 02.0555'
2.9▼	43.7▼	FR-41 & Table Mesa Rd
		48.5▲ FR-41 & Table Mesa Rd
EW4-11		N33° 58.2808' W112° 03.8745'
3.2▼	46.6▼	Corral.
		45.6▲ Corral.



EW4-12 **N33° 58.4226' W112° 06.6546'**
 1.0▼ 49.8▼ Turn right at gate on Table Mesa Road.
 42.4▲ Turn left on Table Mesa Road.

EW4b: Needle Rock to Crown King.

EW4-13 **N33° 58.1084' W112° 07.5649'**
 6.1▼ 50.8▼ North on I-17 to Flagstaff.
 41.4▲ Exit 236 then east on W Table Mesa Rd.

EW4-14 **N34° 03.0045' W112° 08.6936'**
 0.2▼ 56.9▼ Exit 242 then turn left for Rock Springs.

EW4-15 **N34° 03.2316' W112° 08.8156'**
 2.3▼ 57.1▼ Turn right onto Old Black Canyon Hwy.
 35.1▲ Continue to entrance to I-17S to Phoenix.

EW4-16 **N34° 05.0902' W112° 08.7776'**
 1.4▼ 59.4▼ Turn left on Maggie Mine Road.
 32.8▲ Turn right onto Old Black Canyon Hwy.

EW4-17 **N34° 05.9889' W112° 08.8078'**
 2.4▼ 60.8▼ Begin dirt road.
 31.4▲ End dirt road.

EW4-18 **N34° 07.4912' W112° 09.3847'**
 15.8▼ 63.2▼ Turn right on Maggie Mine Road.
 29.0▲ Turn left on Maggie Mine Road.

EW4-19 **N34° 16.6948' W112° 13.9636'**
 13.2▼ 79.0▼ Cleator on Crown King Road.
 13.2▲ Cleator on Crown King Road.

EW4-20 **N34° 12.3521' W112° 20.2680'**
 Arrive 92.2▼ Center of Crown King
 0.0▲ Center of Crown King

East-West Trail 5: Crown King to Wickenburg



Bradshaw City is a ghost town in Yavapai County. William D. and Isaac Bradshaw, engineers, migrated to Arizona from California. William founded Bradshaw City as a mining camp in 1863 after he and other prospectors discovered gold in Black Canyon Creek

above Black Canyon City. Originally a tent camp, dance halls, restaurants, saloons, and hotels were rapidly erected as the population grew to 5,000.

Both he and his city were short-lived, however. William was a heavy drinker, committed suicide, and is buried in an unmarked grave near La Paz, AZ.

At age 66 Isaac searched for the gold his brother told him about in the Bradshaws. He also found gold and silver before he died, and is buried in the mountains near Bradshaw Springs. By the end of 1871, prospectors began to move away from Tiger Mine which was near the Crown King back-road to find work elsewhere.



L to R: Brian & Gary Keller, Author

Bradshaw city died out in the 1880s when the mine closed. Today a few foundations and a forest service sign mark the spot where it once stood.

Lapham at EW5-5 is near Minnehaha Flats and got its start with the mining boom at the Tiger Mining District. Numerous mines still dot the landscape with the most visible being the Button Mine.

The one remaining structure is 10' X 20' building, which could have been a residence, but was more likely a general store. Some suspect it might have been a mercantile with a post office, but I can find no record of a post office in Lapham. There was one nearby in Minnehaha, established on 21 June, 1880 with Charles Taylor as its Post Master, and this may have served the inhabitants of the area.



Lapham



If it were a store or a private residence, the cooking and living quarters were possibly in the rear of the structure. The second floor may have been used for storage or as sleeping space.

An old, completely bullet-ridden cement truck, the fate common to abandoned vehicles in Arizona's

backcountry, is in front of the building. A cemetery with 25-30 graves is nearby.

Wickenburg, the final destination of this trail, was founded in 1863 by Henry Wickenburg following a gold strike on the Colorado River near Yuma in 1862. His Vulture Mine, where over \$30 million

in gold has been dug from the ground, became the most productive gold mine in Arizona history.

Today the mine and ghost town are privately owned, but you can visit the remaining buildings on a two-hour, guided, walking tour.

As was the case with other western towns, Wickenburg battled Indians, mine closures, fought desperadoes, suffered through droughts and a flood when the Walnut Creek Dam collapsed in 1890 and killed 70 people. The railroad arrived in 1895, and its historic depot is now the Wickenburg Chamber of Commerce and Visitor's Center.

Early business structures still stand in its historic district. The Bar FX Ranch became the town's first guest ranch in 1923, and the Jail Tree, where townspeople chained lawbreakers in the old days, still stands. The construction of Highway 60 from Phoenix to California brought tourists, and now Wickenburg is the Dude Ranch Capital of the World.

You will find accommodations, services, shopping conveniences, galleries, and a western themed museum. Depending upon when you arrive in the city, you may participate in the Gold Rush Days & Rodeo, and the famous Desert Caballeros Ride out of Wickenburg across the Sonoran Desert into the Bradshaw Mountains.

How to Get There:

EW4-1: This trail is a continuation of East-West Trail 4, Needle Rock to Crown King.

EW4-20: This waypoint on Scenic Loop Road marks the end of East-West Trail 5 and the beginning of East-West Trail 6, Wickenburg to Burro Creek. It joins US 93 approximately 5 miles north of EW4-20; use the EW4-20 coordinates to locate its precise location.

Roads Comprising Off-road Trail: Crown King Road, Senator Highway, FR-362, UT Ranch Road, Buckhorn Road, Constellation Road, Jack Burden Road, US 93.

Open months/Best Travel: Open year round, but check for closures during the winter.

Permits: AZ Land Permit. <https://land.az.gov/natural-resources/recreational-permits>.

Elevation Min/Max: 2,036'/6,614'.

Total Mileage: 55 miles.

Paved Mileage: 7.1 miles.

Unpaved Mileage: 47.9 miles.

Travel Time: 6.5 hours.

Difficulty: Moderate.

Remoteness: 1/4 to 3/4.

Camping, Motels, and Services: EW5-1: There are Bed and Breakfasts in Crown King. Gas and some supplies are also available. You can camp in the Hazlett Hollow Campground, a semi-primitive campground in the Bradshaw Mountains, open May 1- Oct 31. It may be closed due to snow. Fees are \$10 for the campsite. To get there from Crown King, take FR-259A south for 0.5 miles to the junction with FR 52. Take FR-52 southeast for approximately 6 miles to the campground just northeast of Horsethief Lake.

EW5-20 There are full services in Wickenburg. Constellation Park Campground does not allow tents, but there are areas along Constellation Road for dry camping.

Driving the Trail:

EW5-1 From Crown King, turn right on Crown King Road, then turn right at EW5-2 onto Senator Highway. This is not the traditional backroad to or from Crown King.

EW5-4 turn left at stop sign FR-362, Walker Road. This road is washed out and rocky in spots.

EW5-6 go through gate and stay on FR-362; E Boaz Mine Road is to the left. This road is packed sand and graded.

At EW5-8 bear left. Go straight through if you are coming from the other direction. Do not take the road to the right. It is rocky, not maintained, and slow going.

EW5-9 is the worst part of this trail according to Gary Keller. You will have to drive over and then



Windmill near Walker Gulch

drop off a row of 10-12" boulders in the middle of the road. The detours around them are even more difficult.

The trail from EW5-9 to EW5-11 is rocky, washed out, with some off-camber driving. The descent after the gate is very steep. Pulling a trailer up this hill from the opposite direction may be difficult.

At EW5-11 turn right on UT Ranch Road. Go through the gate coming from other direction, then stay left. The road improves after this and becomes easily drivable.



Brian Keller driving down Ryland Gulch between Minnehaha and Castle Hot Springs

Turn right at EW5-12 onto Castle Creek Road and then turn left out of the wash 100 yards down the road onto Buckhorn Road. At EW5-14 turn right in Buckhorn Creek Wash.

EW5-16 turn left on Constellation Road.

EW5-17 go straight at the Constellation Road sign; bear right if coming from the other direction.

EW5-19 turn left on Jack Burden Road, then right on US 93. From the other direction, turn left after MacDonald's Restaurant.

EW5-20 Scenic Loop Road is the end of EWT 5, and the beginning of East-West Trail 6, Wickenburg to Burro Creek.

Road Information: Contact local rangers, or check online.

Restrictions: None at this time.

Map References:

USGS:

1:24,000: Crown King, Minnehaha, Copperopolis, Morgan Butte, Sam Powell Peak, Wickenburg.

1:100,000: Bradshaw Mountains, Phoenix North.

1:250,000: Phoenix (AZ), Prescott (AZ).

Terrain Navigator: Arizona North, (AZ9).

Arizona Road & Recreation Atlas: p. 40, 74.

USDA Forest Service Map: Prescott National Forest.

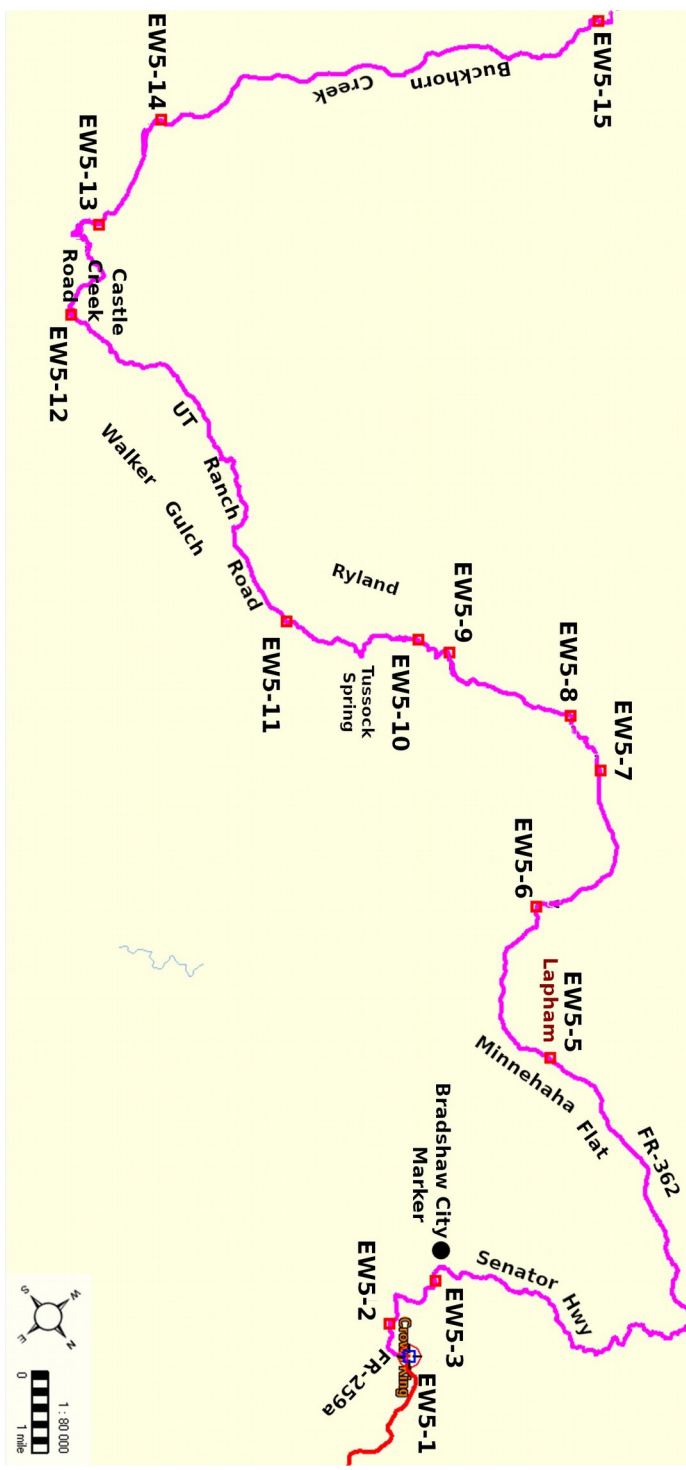


Ryland Gulch



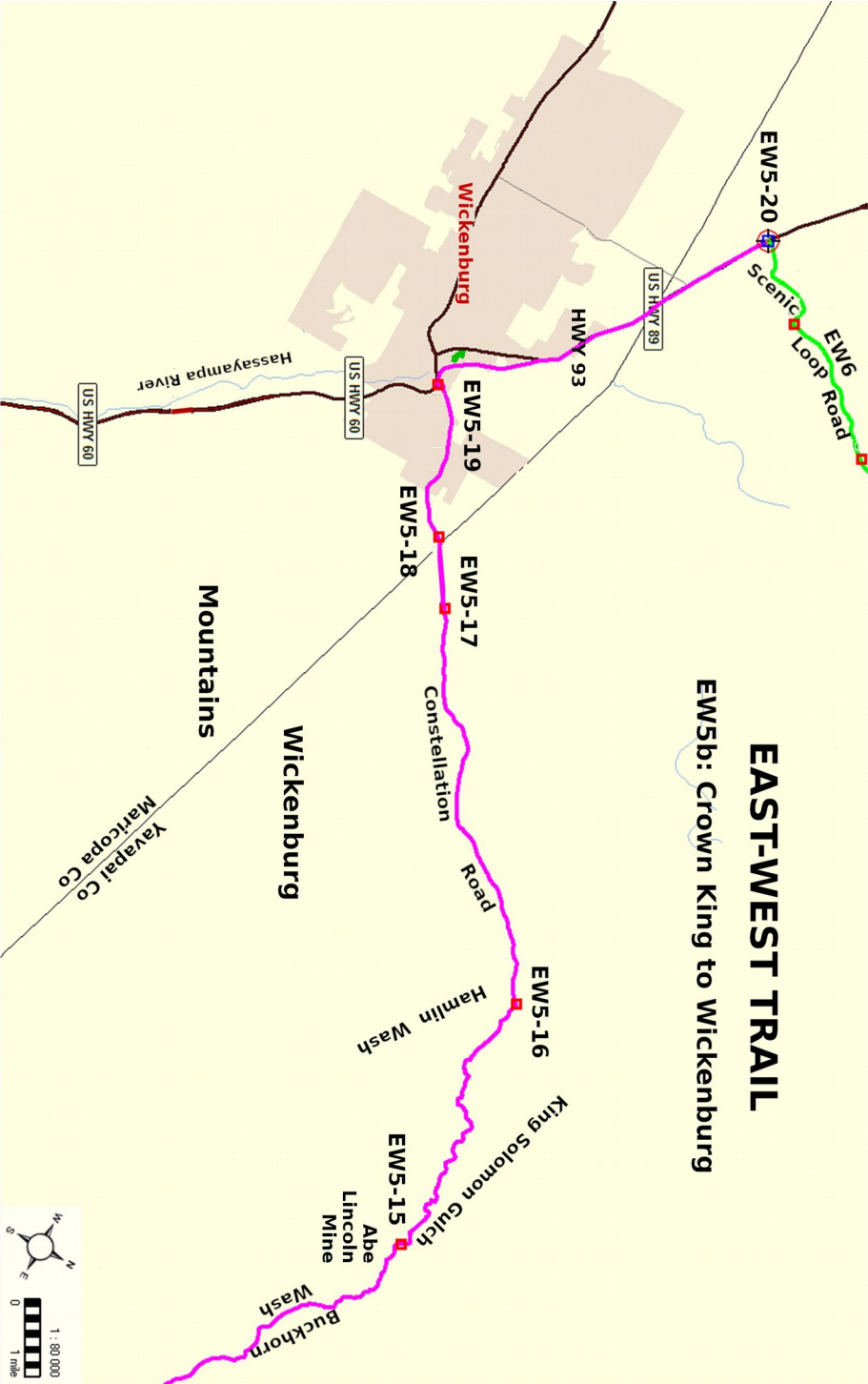
EAST-WEST TRAIL

EW5a: Crown King to Wickenburg



EW5a: Crown King to Wickenburg

EW5-1		N34° 12.3521' W112° 20.2680'
0.6▼	0.0▼	Turn right on FR-259A. Crown King Rd
		55.0▲ Crown King.
EW5-2		N34° 11.9515' W112° 20.3461'
1.1▼	0.6▼	Turn right on Senator Highway.
		54.4▲ Bear left onto FR-259.
EW5-3		N34° 11.9102' W112° 21.1372'
4.8▼	1.7▼	Bear right. Left goes to Orobelle mine.
		53.3▲ Go straight on Senator Hwy.
EW5-4		N34° 14.0610' W112° 23.3584'
4.2▼	6.5▼	Turn left at stop sign FR-362.
		48.5▲ Turn right on Senator Highway.
EW5-5		N34° 10.8741' W112° 24.1080'
2.5▼	10.7▼	Lapham.
		44.3▲ Lapham.
EW5-6		N34° 09.5617' W112° 25.2340'
2.4▼	13.2▼	Gate. Stay right on FR-362 .
		41.8▲ Gate. Stay left on FR-362 .
EW5-7		N34° 08.8801' W112° 26.9824'
0.9▼	15.6▼	Bear left across FR-362.
		39.4▲ Cross FR-362. Road reenters FR-362.
EW5-8		N34° 08.2273' W112° 27.1377'
2.0▼	16.5▼	Bear left.
		38.5▲ Go straight.
EW5-9		N34° 06.8786' W112° 26.4634'
0.6▼	18.5▼	Bear left.
		36.5▲ Bear right.
EW5-10		N34° 06.5705' W112° 26.2672'
2.2▼	19.1▼	Gate.
		35.9▲ Gate.
EW5-11		N34° 05.5181' W112° 25.1236'
5.6▼	21.3▼	Turn right on UT Ranch Road.
		33.7▲ Go through gate then stay left.



- EW5-12** **N34° 01.5405' W112° 25.5325'**
 2.0▼ 26.9▼ Turn right onto Castle Creek Rd, then
 left after 300' onto Buckhorn Road
 28.1▲ Turn right into Castle Creek Rd (wash)
 then left at 300'.
- EW5-13** **N34° 01.0020' W112° 26.5574'**
 1.7▼ 28.9▼ Gate.
 26.1▲ Gate.
- EW5-14** **N34° 00.5799' W112° 28.0401'**
 6.3▼ 30.6▼ Turn right in Buckhorn Creek wash.
 24.4▲ Turn left in Buckhorn Creek wash.

EW5b: Crown King to Wickenburg

- EW5-15** **N34° 02.7654' W112° 33.1566'**
 4.5▼ 36.9▼ Gate.
 18.1▲ Gate.
- EW5-16** **N34° 02.5419' W112° 36.7303'**
 5.5▼ 41.4▼ Turn left on Constellation Road.
 13.6▲ Turn right into Buckhorn Road.
- EW5-17** **N33° 59.6324' W112° 40.8630'**
 1.0▼ 46.9▼ Go straight at Constellation Road sign.
 8.1▲ Bear right.
- EW5-18** **N33° 59.1669' W112° 41.6475'**
 2.2▼ 47.9▼ Begin paved road.
 7.1▲ End paved road.
- EW5-19** **N33° 58.3129' W112° 43.4204'**
 4.9▼ 50.1▼ Left on Jack Burden Rd then rt on US 93.
 4.9▲ Turn left on Jack Burden Road then
 right on Constellation Road.
- EW5-20** **N34° 00.7131' W112° 47.3226'**
Arrive 55.0▼ Scenic Loop Road. Begin EW6.
 0.0▲ Scenic Loop Road. Begin EW5.

East-West Trail 6: Wickenburg to Burro Creek

Stanton, Arizona

Charles P. Stanton arrived in Antelope Station in 1870 when the town had a stagecoach station and country store. In 1875 the town's name was changed to Stanton, with Charles P. Stanton as a postmaster. In November 1886 Christero Lucero shot Stanton because he molested his sister. Four years later the post office closed along with the mine, it reopened in 1894, and then closed definitively on June 15, 1905. About 200 people lived in Stanton before it become a ghost town.



Three of the original buildings still stand today. Stanton is now an RV park, owned by the Lost Dutchman Mining Association, and the public is welcome to visit the Ghost Town.

Bagdad, Arizona

Bagdad, located on Bridle Creek at an elevation 4,100 feet, lies at the Sonoran and Mojave Desert transition zone, which means you will see cacti from both deserts: Saguaro, a giant cactus from the Sonoran



Desert, and the Joshua Tree, a yucca found in the Mojave Desert.

In 1880 John Lawler discovered copper near what is now the city, but was not until the 1940's that open pit mining made it a profitable business. In 1999 Phelps Dodge acquired the operation, which is home to the world's first commercial-scale concentrate leach processing facility. The solution extraction/electrowinning plant is one of the

longest continuously operating plants in the world.

Phelps Dodge owns the 2000-foot deep open pit copper mine, most of the local housing, and many of the local businesses in Bagdad.

How to Get There:

EW6-1: This road is easily accessed from US 93. Follow the highway from Wickenburg, and use the EW6-1 coordinates for the exact location.

EW6-33: This trail should be driven as a continuation from EW7. If not, then begin at EW6-30 and continue north to EW6-29 and subsequent waypoints.

Roads Comprising Off-road Trail:
Scenic View Road, Angel's Road, Weaver Creek Road, Octave Road, Stanton Road (CR 109), Highway 89, Date Creek Road, Hillside Road, Bagdad Road (CR 15, AZ 96), H Ranch Road, Lindahl Road, Main Street, SR 97, Burro Creek Road.

Open months/Best Travel: Open year round since there are populated areas along the route.

Permits: AZ Land Permit. <https://land.az.gov/natural-resources/recreational-permits>.

Elevation Min/Max: 2,226'/4,160'.

Total Mileage: 94.5 miles.

Paved Mileage: 28.8 miles.

Unpaved Mileage: 65.7 miles.

Travel Time: 7.5 hours.

Difficulty: Moderate.

Remoteness: 1-2/4.

Camping, Motels, and Services: EW6-1 There is no camping within the city limits of Wickenburg, but if you've been driving the East-West Trail since Alpine, a shower and an overnight stay in one of its motels might make the rest of the trip more aroma friendly.

EW6-33: There is a large area south of the road suitable for multiple vehicles. No services are available here, but if you prefer a warm bed in Bagdad, the Copper Sheet Motel, 499 N Lindahl St. (corner of Main St. and Lindahl) (928) 633-6001 at EW6-28, is about 18



Saguaro Cactus

miles before the end of this trail. Rooms are \$50 a night and space is limited, so call in advance. Full services are available in Wickenburg and Bagdad.

Driving the Trail: EW6-1 Scenic Loop Road varies from wash-board and dusty, to wide and graded. Do not enter when flooded.

EW6-4 turn left into a wash which is still Scenic View Road. The road is washed out in areas with multiple climbs and descents until EW6-8. It is graded and narrow in spots, and is easily drivable.



EW6-4

EW6-5 turn right at the windmill. The saguaro cactus is common in this area and is one of the defining plants of the Sonoran Desert where it is found exclusively. These are large, tree-like columnar cacti that develop branches which generally bend upward and can number over 25, although some never grow arms. Saguaros are covered with protective spines, have white flowers in late spring, and red fruit in the summer.

EW6-7 turn left though gate. From the other direction, turn right through the gate.

EW6-8 this way-point is between two roads. Turn right and then left onto Angel's Ranch Road. The road improves significantly from this point on.



EW6-5

EW6-9 turn left onto Weaver Creek Road, which becomes Octave Road and then Stanton Road.

EW6-10 visit Stanton and then continue on CR 109, Stanton Road.

EW6-11 turn left at stop sign onto State Hwy 89 and then a quick right onto Date Creek Road. Hillside is 21 and Bagdad 42 miles

from the sign. This is a graded dirt road that parallels the Atchison, Topeka & Santa Fe railroad tracks for long stretches.

EW6-12 bear right on Date Creek Road, which eventually passes through the small community of Hillside, becoming Hillside Road.

EW6-13 at stop sign turn left on Bagdad Road (CR 15, AZ 96). Right turn takes you to Prescott. This is a two lane highway with a 3rd lane for passing.



Hillside, AZ

EW6-14 turn right on H Ranch Road. This dirt road is the backroad to Bagdad.

EW6-15 turn right at "Y". There is a corral on the left and a green portable water tank for cattle. Keep left after the corral. From the other direction bear left onto H Ranch Road.



EW6-15

EW6-16 gate, which you practically turn 360° to get through, then turn to your right.

EW6-18 turn left here. The road deteriorates, following power lines.

EW6-19 go through the cattle gate and stay on road. Very hilly, rocky road with washouts.

EW6-20 turn right and go straight uphill; from the other direction turn left.

EW6-21 turn right under the power lines, from the other direction turn left.

EW6-22 turn right. Do not go through green fence.

EW6-23 bear right. There are numerous side roads here. Stay on the main road which is wider and more traveled. Steep climbs for people hauling trailers.

EW6-24 is a windmill. A week earlier this road was in severe disrepair but had been regraded since then and was very driveable.

EW6-25 turn right; from the other direction turn left up hill,

and turn left at EW6-26, Lindahl Road, which is paved.

EW6-27 turn left, and continue on Lindahl Road.

EW6-28 turn right for gas or turn left (southeast) on Main Street, which becomes Bagdad Road, to continue the trail.

EW6-29 turn right on State Route 97.

EW6-30 at milepost 58 turn right onto Burro Creek Road.

EW6-31 bear left, and at EW6-32, bear left fork.

EW6-33 turn left for the campground or continue onto EW7.

This large area without services, is suitable for numerous vehicles.

Road Information: Burro Creek: Bureau of Land Management, Kingman Field Office, 928-718-3700.

Restrictions: none at this time.

Map References:

USGS

1:24,000: Flores, Sam Powell Peak, Yarnell, Congress, O'Neill Pass, Date, Hillside, Malpais Mesa NE, Big Shipp MT, Bagdad, Thorn Peak, Arrastra MT, Grayback MTS.

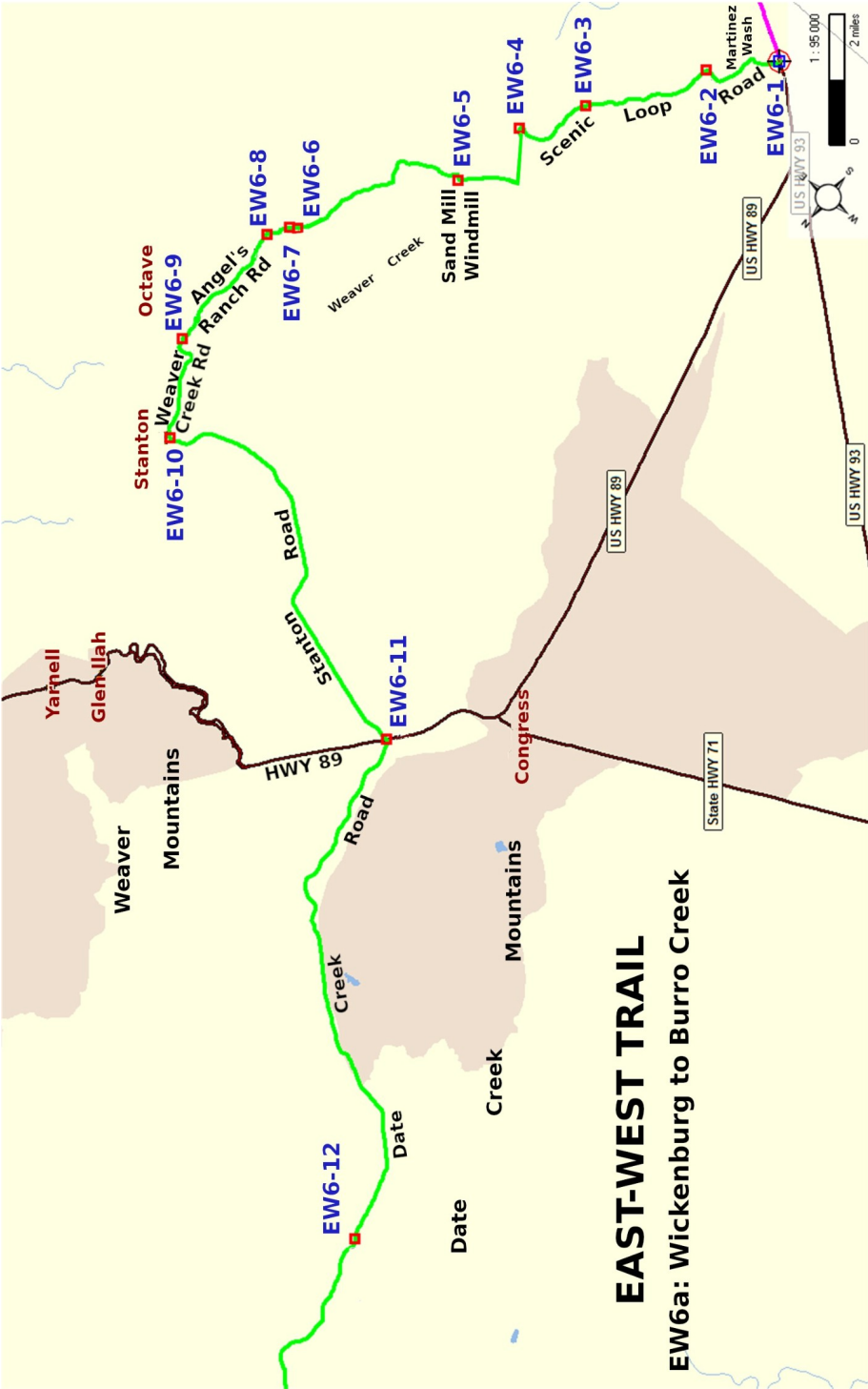
1:100,000: Bradshaw MTS, Alamo Lake, Bagdad.

1:250,000: Prescott (AZ)

Terrain Navigator: Arizona North, (AZ9).

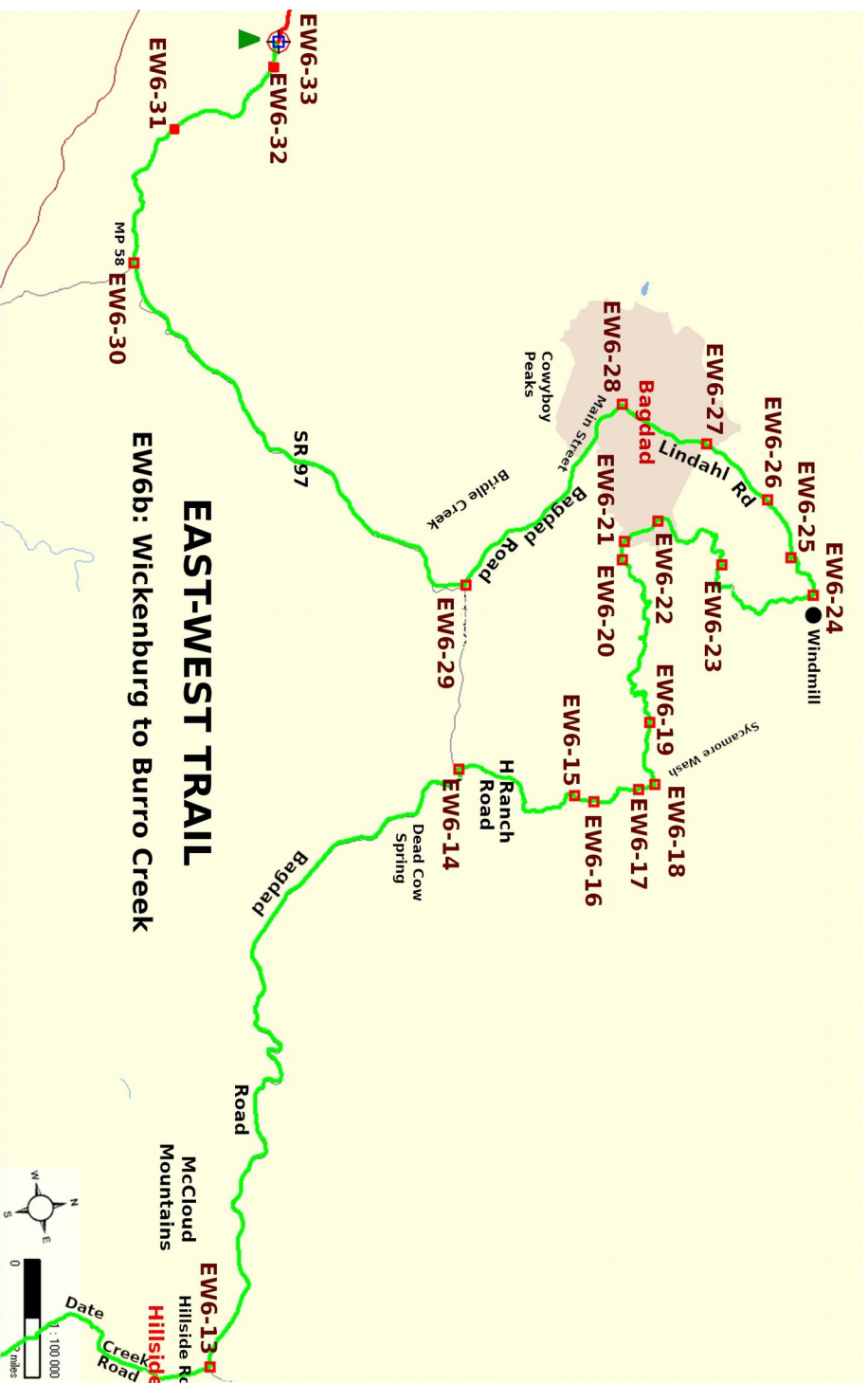
Arizona Road & Recreation Atlas: p. 39-40, 73-74.





EW6a: Wickenburg to Burro Creek

EW6-1		N34° 00.7131' W112° 47.3226'
1.4▼	0.0▼	Scenic Loop Rd.
		94.5▲ Scenic Loop Rd.
EW6-2		N34° 01.4260' W112° 46.5254'
2.0▼	1.4▼	Turn left go through cattle guard.
		93.1▲ Turn right.
EW6-3		N34° 02.8244' W112° 45.4043'
1.3▼	3.4▼	Go straight.
		91.1▲ Go straight.
EW6-4		N34° 03.6112' W112° 44.8204'
1.7▼	4.7▼	Turn left into wash.
		89.8▲ Turn right on Scenic Loop Road.
EW6-5		N34° 04.6608' W112° 44.6130'
3.1▼	6.4▼	Turn right at Sand Mill windmill.
		88.1▲ Turn left at windmill on Scenic Loop Rd.
EW6-6		N34° 06.5224' W112° 43.1224'
0.1▼	9.5▼	Bear right.
		85.0▲ Bear left.
EW6-7		N34° 06.5732' W112° 43.0187'
0.4▼	9.6▼	Turn left though gate.
		84.9▲ Turn right through gate.
EW6-8		N34° 06.8447' W112° 42.8082'
2.1▼	10.0▼	Turn right then left on Angel's Ranch Rd.
		84.5▲ Turn right then left in 150'.
EW6-9		N34° 08.6290' W112° 42.8346'
1.8▼	12.1▼	Turn left onto Weaver Creek Road.
		82.4▲ Turn right onto Angel's Ranch Road.
EW6-10		N34° 09.7378' W112° 43.7087'
6.5▼	13.9▼	Stanton.
		80.6▲ Stanton.
EW6-11		N34° 10.9654' W112° 49.4784'
8.6▼	20.4▼	Left at SR 89 then rt on Date Creek Rd.
		74.1▲ Left at SR 89 then right on Stanton Rd.

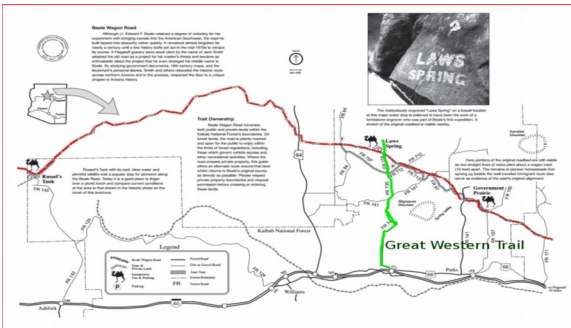


EW6-23		N34° 35.3867' W113° 07.5125'
2.6▼	68.4▼	Bear right, stay on main road.
		26.1▲ Bear left, stay on main road.
EW6-24		N34° 36.6384' W113° 06.7000'
0.9▼	71.0▼	Windmill.
		23.5▲ Windmill.
EW6-25		N34° 36.3979' W113° 07.4252'
1.1▼	71.9▼	Turn right.
		22.6▲ Turn left up hill.
EW6-26		N34° 36.1989' W113° 08.5249'
1.4▼	73.0▼	Turn left on Lindahl Road.
		21.5▲ Turn right.
EW6-27		N34° 35.4564' W113° 09.7039'
1.6▼	74.4▼	Turn left on N. Lindahl Road.
		20.1▲ Turn right on Lindahl Road.
EW6-28		N34° 34.3400' W113° 10.6646'
4.3▼	76.0▼	Turn left on Main Street (Bagdad Road).
		18.5▲ Turn right on Lindahl Road.
EW6-29		N34° 31.6006' W113° 07.9568'
8.6▼	80.3▼	Turn right on State Rte 97.
		14.2▲ Turn left on Bagdad Road.
EW6-30		N34° 27.6133' W113° 14.6730'
2.9▼	88.9▼	Turn right at mp 58 Burro Creek Rd.
		5.6▲ Turn left onto SR 97.
EW6-31		N34° 28.5817' W113° 16.8900'
2.2▼	91.8▼	Bear left.
		2.7▲ Bear right.
EW6-32		N34° 30.1100' W113° 17.6286'
0.5▼	94.0▼	Bear left at fork.
		0.5▲ Go straight.
EW6-33		N34° 30.2736' W113° 18.0944'
Arrive	94.5▼	Go straight or turn left for CG.
		0.0▲ Go straight or turn right for CG.

East-West Trail 7: Burro Creek to Kingman

The 98 mile drive from Burro Creek may take 10 hours, rest and lunch stops included, to arrive at the last stop in this section: Kingman.

Lt. Edward Fitzgerald Beale was ordered by the U.S. War Department to build a federal wagon road across the 35th Parallel and he traveled through the present day Kingman in 1857. In 1859 he built Beale's Wagon Road, which eventually became part of Highway 66 and Interstate Highway 40. Remnants of the wagon road can still be seen in White Cliffs Canyon in Kingman.



Beale's Wagon Road

Kingman was founded in 1882, when Arizona was still a Territory. Situated in the Hualapai Valley between the Cerbat and Hualapai mountain ranges, it was a railroad siding near Beale's Springs along the newly constructed route of the Atlantic and Pacific

Railroad. The city was named for Lewis Kingman, who supervised the building of the railroad from Winslow to Beale's Springs, which is near present Kingman.

During World War II, Kingman was the site of a U.S. Army Air Force airfield, founded as an aerial gunnery training base for 35,000 soldiers and airmen. Following the war, the airfield served as a

reclamation site for obsolete military aircraft.

The city's visitor center offers travel information and operates an all-American-made gift shop, specializing in products from the Southwest. It is located in the historic powerhouse, which provided electrical power to Kingman and area mines between 1909 and 1938. The powerhouse is also home to the Arizona Route 66 Museum, Route 66 Electric Vehicle Museum, and Historic Route 66 Association of Arizona Gift Shop.

How to Get There:

EW7-1: This continues from EW6-33.

EW7-29: Start at the intersection of Andy Devine Avenue and Hualapai Mountain Road in Kingman and drive east on Hualapai Mountain Road.

Roads Comprising Off-road Trail: Burro Creek Road, FR-7679, Burro Creek Crossing, Sycamore Creek Road, Bogles Ranch Road, FR-7658, Back Road, Upper Trout Creek Road, US 93, Blake Ranch Road (Co Hwy 129), FR-7163, Antelope Wash Road, E Flag Mine Road, Hualapai Mountain Road.

Open months/Best Travel: Spring to fall.

Permits: AZ Land Permit. <https://land.az.gov/natural-resources/recreational-permits>.

Elevation Min/Max: 2,103'/6,846'.

Total Mileage: 97.6 miles.

Paved Mileage: 17.3 miles.

Unpaved Mileage: 80.3 miles.

Travel Time: 10 hours.

Difficulty: Moderate.

Remoteness: 1/4 to 4/4.

Camping, Motels, and Services: EW7-1: The area is suitable for multiple vehicles. No services are available. The nearest motel is the Copper Sheet Motel in Bagdad about 18 miles away at EW6-28.

EW7-29: There are motels and full services in Kingman, but if you intend to drive the East West Trail 8 to its final destination in the Mojave Desert, a distance of only 51 miles mostly on high speed highways, you may want to camp the night at the Wild Cow Springs Campground, 15.8 miles from Andy Devine Avenue, rather than stay at a motel in Kingman. This small but comfortable campground is situated in a grove of oak and large Ponderosa pines within the Hualapai Mountains, at an elevation of 6,200 ft. The temperatures here during

the summer months average 20 degrees cooler than in the desert valleys over 3,000 feet below. The site has an accessible vault toilet and most camping and picnic areas have fire rings, grills, trash cans, and picnic tables. Fees are charged to camp, and all sites are filled on a first-come, first-served basis.

Driving the Trail:

EW7-2 turn right onto FR-7679.

EW7-3 bear right; turn left coming from the other direction. There are steep climbs with some rock crawling between this point and EW7-4.

EW7-4 bear left through the gate through Suicide Wash.



EW7-7

EW7-5 Six Mile Crossing - Burro Creek water crossing. Do not cross when flooded. There is camping in this area for multiple vehicles.

EW7-6 turn left; from the other direction turn right. This road is Burro Creek Crossing.

EW7-7 turn right on Sycamore Creek Road. Do not drive this



road when wet since it will destroy it for the ranchers. In case of heavy rain, go straight on Burro Creek Crossing and you will return to US 93. Under normal conditions this primitive road is dusty, graded, and with an easy uphill climb.

EW7-8 coral and windmill.

EW7-9 cattle guard, with sign asking not to drive this road.

EW7-10 stay right for Goodwin Mesa. Left is private property. The road is less maintained and is a constant climb or descent.

EW7-11 Swale Tank on the right. After the tank, Sycamore



EW7-10

Creek turns to the right; enter Bogles Ranch Road to left.

EW7-12 Shelton tank.

EW7-13 turn right. From the other direction go straight around ranch.

EW7-14 go through gate then to the

right on Bogles Ranch Road to bypass private property.

EW7-15 turn left onto no name road; from the other direction, turn right on Bogles Ranch Road. It is rocky, hilly, and not maintained. It is not difficult, but very slow going.



EW7-16 turn sharp right at the top of the hill at Gordon Canyon Spring. From the other direction, make a sharp left. This whole section is a narrow shelf road with washouts and rock gardens.

EW7-17 Sunburn Windmill. FR-7658 is in good condition here but it is unpredictable. It was obvious that some areas had been recently graded, but others were washed out, steep, and either gravel or packed sand.

EW7-18 stay on FR-7658; from the other direction bear right.

This road is partially maintained, sandy, and occasionally washboard.

EW7-19 go straight onto Back Road, (CR 159 is to the left). The road from here is graded but not maintained. There are some narrow areas with deep sand along the sides of the road. From the other direction this turn marks the beginning of the rough road.



EW7-20 turn left on Bogles Ranch Road.

EW7-21 turn right on Upper Trout Creek Road., which is graded, safe, dusty, and sandy. From the other direction turn left on Bogles Ranch Road (This road swings around our trail, and then

rejoins it here.)

EW7-22 take the left fork across cattle guard and bear left in 0.4 miles; from the other direction bear right.

EW7-23 cattle guard. From the other direction go straight.

EW7-24 turn right on US 93.

EW7-25 turn left on Blake Ranch Road (Co Hwy 129). Cross US 93 and go straight. This is also known as the winter road.

EW7-26 turn left at Antelope Wash Road-Wild Cow Recreation Center. FR-7192. This road is a washed out, dusty, narrow shelf road, with multiple blind curves. From the other direction turn right on Blake Ranch Road.

EW7-27 turn left for Wild Cow Springs Campground or continue on E. Flag Mountain Road for Kingman. The campground is a US fee area. The road from here to Kingman is narrow with switchbacks, curves, and narrow shelves.



Wild Cow Springs Campground

EW7-28 turn left on Hualapai Mountain Road at Pine Lake Firehouse. From the other direction, turn right on Flag Mine Road.

EW7-29 Hualapai Mountain Road becomes Stockton Hill Road at the junction with Andy Devine Avenue. You can continue to East-

West Trail 8, its final leg, or find lodging in Kingman if you did not stay the night at the Wild Cow Springs Campground.

Road Information: Burro Creek: Bureau of Land Management, Kingman Field Office, 928-718-3700.

Restrictions: none at this time. AZ Land Permit. <https://land.az.gov/natural-resources/recreational-permits>.

Map References:

USGS:

1:24,000: Grayback Mts, Kaiser Spring, Elephant Spring, Cedar Basin, Tule Wash, Tom Brown Canyon, Pilgrim Wash, Hibernia Peak, Dean Peak, Hualapai Peak, Rattlesnake Hill, Kingman.

1:100,000: Bagdad, Valentine, Davis Dam.

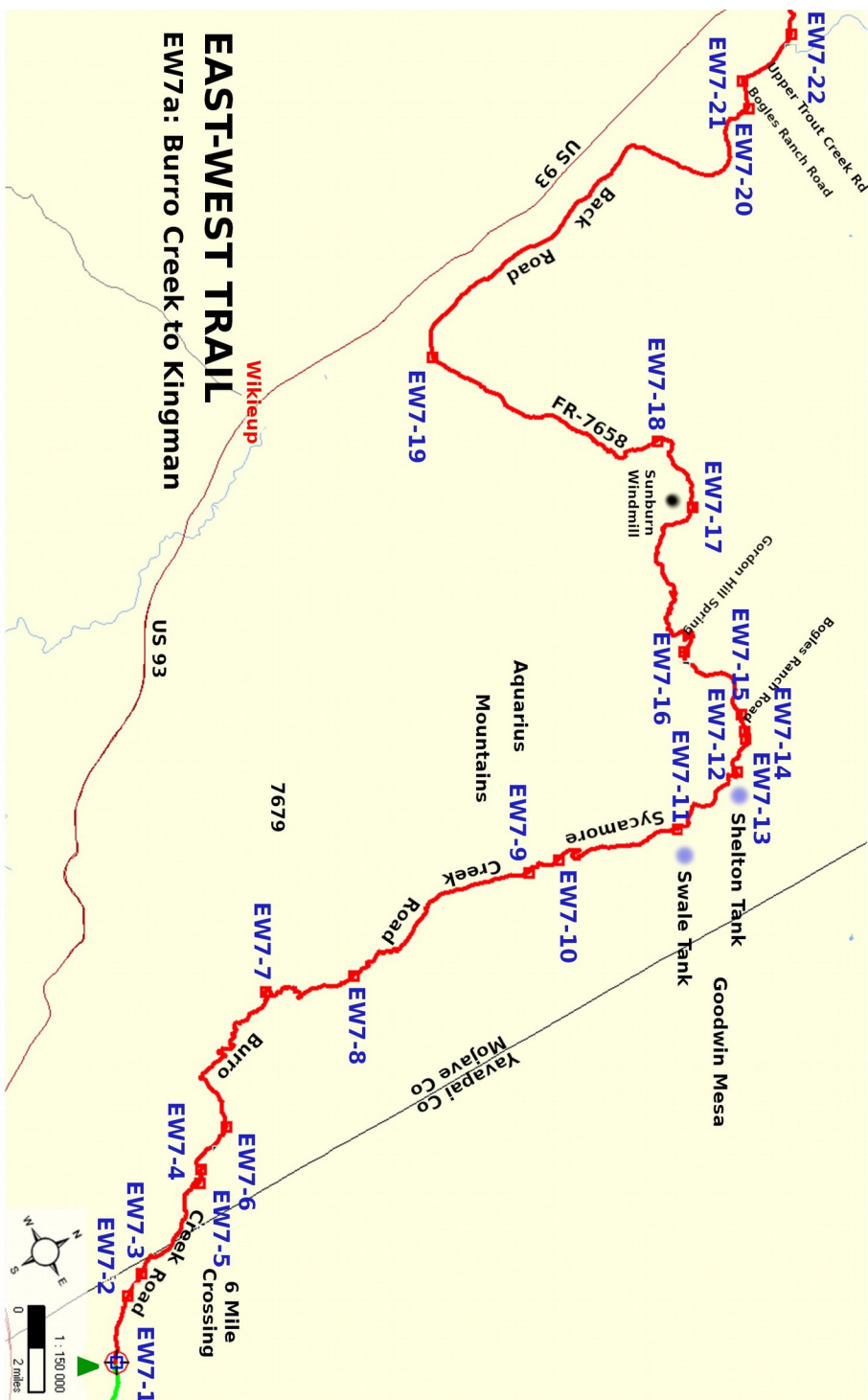
1:250,000: Prescott (AZ), Williams (AZ)

Terrain Navigator: Arizona North, (AZ9).

Arizona Road & Recreation Atlas: p. 32, 33, 39; 66, 67, 73.

USDA Forest Service Map: Prescott National Forest.

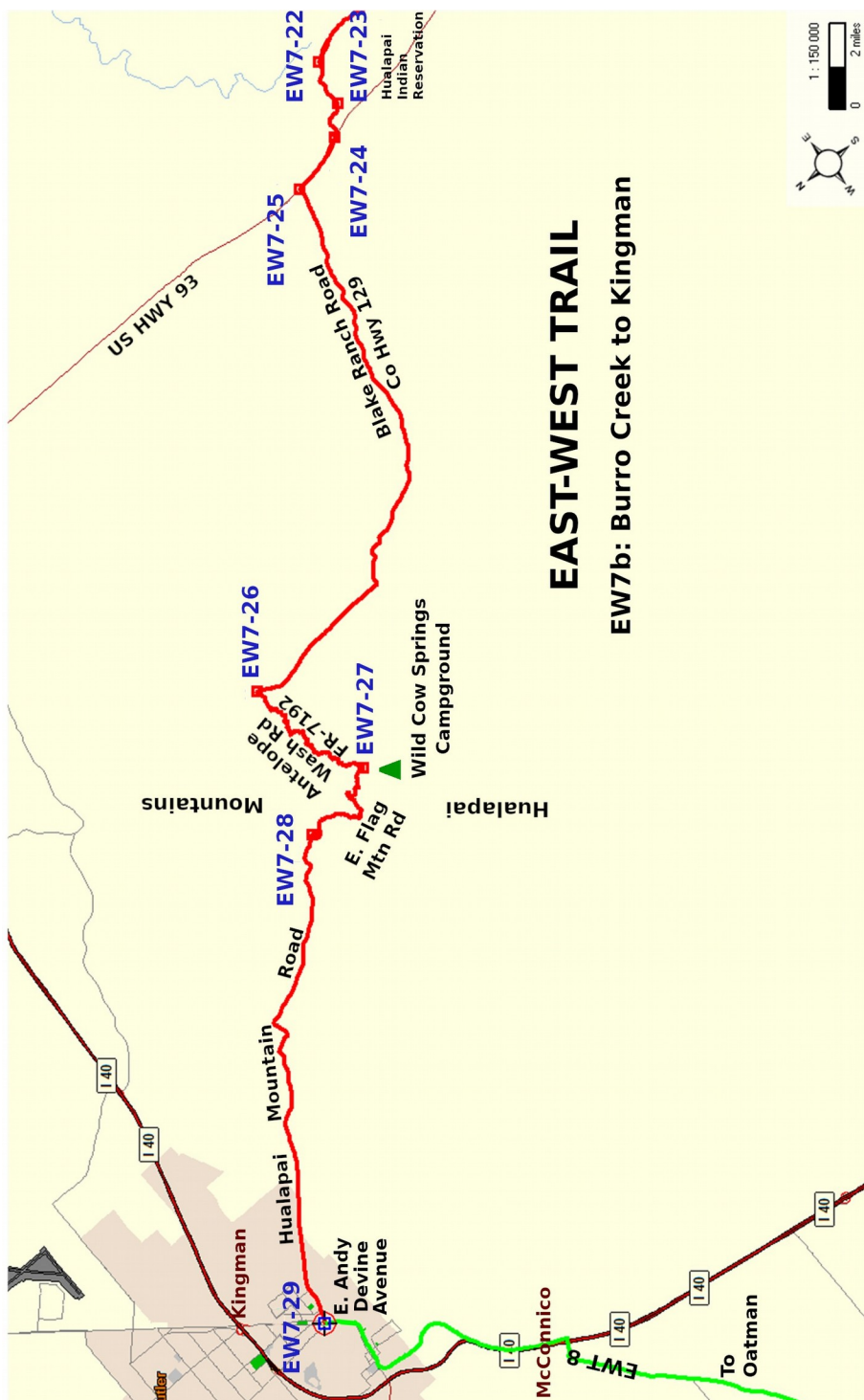




EW7a: Burro Creek to Kingman

EW7-1		N34° 30.2736' W113° 18.0944'
1.7▼	0.0▼	Continue on Burro Creek Road.
		97.6▲ Continue on Burro Creek Road.
EW7-2		N34° 31.1690' W113° 19.3583'
0.6▼	1.7▼	Bear right onto FR-7679 (Burro Creek Rd)
		95.9▲ Continue on Burro Creek Road.
EW7-3		N34° 31.6032' W113° 19.6859'
2.9▼	2.3▼	Bear right.
		95.3▲ Turn left.
EW7-4		N34° 33.5338' W113° 20.8926'
0.3▼	5.2▼	Bear left through the gate.
		92.4▲ Go straight.
EW7-5		N34° 33.7175' W113° 21.1555'
1.4▼	5.5▼	Six Mile Crossing.
		92.1▲ Six Mile Crossing.
EW7-6		N34° 34.5858' W113° 21.7549'
4.9▼	6.9▼	Bear left.
		90.7▲ Bear right.
EW7-7		N34° 36.6041' W113° 24.1420'
2.9▼	11.8▼	Turn right on Sycamore Creek Rd.
		85.8▲ Turn left.
EW7-8		N34° 38.3186' W113° 23.4010'
5.4▼	14.7▼	Corral and windmill.
		82.9▲ Corral and windmill.
EW7-9		N34° 42.3986' W113° 23.4528'
1.0▼	20.1▼	Cattle guard with warning sign.
		77.5▲ Cattle guard with warning sign.
EW7-10		N34° 43.0562' W113° 23.3482'
3.6▼	21.1▼	Stay right for Goodwin Mesa.
		76.5▲ Go straight on Sycamore Creek Road.
EW7-11		N34° 45.4333' W113° 22.5506'
2.5▼	24.7▼	Swale Tank
		72.9▲ Swale Tank

EW7-12		N34° 47.0463' W113° 23.0396'
1.0 ▼	27.2 ▼	Shelton Tank
		70.4 ▲ Shelton Tank
EW7-13		N34° 47.5508' W113° 23.6189'
0.2 ▼	28.2 ▼	Turn right.
		69.4 ▲ Go straight.
EW7-14		N34° 47.6142' W113° 23.7931'
0.4 ▼	28.4 ▼	Go through gate then right on Bogles R.
		69.2 ▲ Bear left.
EW7-15		N34° 47.7108' W113° 24.1848'
2.6 ▼	28.8 ▼	Bear left.
		68.8 ▲ Turn right on Bogles Ranch Rd.
EW7-16		N34° 47.3407' W113° 26.2398'
5.8 ▼	31.4 ▼	Turn sharp right top of the hill.
		66.2 ▲ Sharp left.
EW7-17		N34° 48.9530' W113° 29.1826'
2.3 ▼	37.2 ▼	Sunburn Windmill.
		60.4 ▲ Sunburn Windmill.
EW7-18		N34° 48.9892' W113° 31.0381'
6.3 ▼	39.5 ▼	Stay on FR-7658.
		58.1 ▲ Bear right.
EW7-19		N34° 45.9299' W113° 35.5639'
11.3 ▼	45.8 ▼	Go straight on Back Rd.
		51.8 ▲ Turn left on FR-7658.
EW7-20		N34° 53.9246' W113° 36.9678'
0.7 ▼	57.1 ▼	Turn left on Bogles Ranch Road.
		40.5 ▲ Turn right on Back Road.
EW7-21		N34° 54.1160' W113° 37.6185'
1.7 ▼	57.8 ▼	Turn right on Upper Trout Creek Road
		39.8 ▲ Turn left on Bogles Ranch Road.



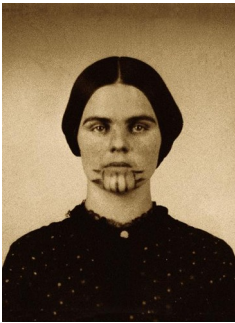
EW7b: Burro Creek to Kingman

EW7-22		N34° 55.4189' W113° 38.0106'
1.2▼	59.5▼	Take left fork across cattle guard & bear left in .4 miles.
		38.1▲ Bear right.
EW7-23		N34° 55.6933' W113° 39.0721'
1.0▼	60.7▼	Cattle guard.
		36.9▲ Go straight.
EW7-24		N34° 56.1507' W113° 39.6891'
1.5▼	61.7▼	Turn right on US HWY 93.
		35.9▲ Turn left on Upper Trout Creek Road.
EW7-25		N34° 57.3825' W113° 40.1010'
14.2▼	63.2▼	Turn left on Blake Ranch Rd. CoHwy 129
		34.4▲ Turn right onto US Hwy 93.
EW7-26		N35° 04.5485' W113° 48.8992'
4.4▼	77.4▼	Turn left on Antelope Wash Road FR-7192.
		20.2▲ Turn right on Blake RR Co Hwy 129.
EW7-27		N35° 03.8946' W113° 52.0078'
3.6▼	81.8▼	CG on left; or right on E. Flag Mtn Road
		15.8▲ CG, or left on Antelope Wash Rd.
EW7-28		N35° 05.5613' W113° 52.4717'
12.2▼	85.4▼	Turn left Hualapai Mountain Road.
		12.2▲ Turn right on E. Flag Mountain Road.
EW7-29		N35° 11.6790' W114° 01.8787'
Arrive	97.6▼	E Andy Devine Avenue.
		0.0▲ E Andy Devine Avenue.



East-West Trail 8: **Kingman to Mojave Trail**

The last leg of the trail is the easiest and the shortest, and most of it is on paved roads. Off-roading begins at EW8-5, Silver Creek Road, a dirt road that goes from Oatman to Bullhead City, but we turn left off it into Times Gulch after 0.7 miles. This gravel road is easy to drive, although from here you will be on a roller coaster until you enter E El Rodeo Road. From this point on the road is paved until the East-West Trail ends at the trailhead of the Mojave Trail off Needles Highway in California. The major point of interest on this short drive is Oatman.



Olive Ann Oatman

Olive Ann Oatman (1837– March 20, 1903) was one of seven siblings of the Roys and Mary Ann Oatman family from Illinois. In 1850, the family joined a wagon train to California led by James C. Brewster, a member of The Church of Jesus Christ of Latter-day Saints. The Brewsterites left Missouri on August 5, 1850, and they and the Oatmans parted ways near Santa Fe in New Mexico Territory. Brewster went north; the Oatmans went south. At Maricopa Wells they were told that the Indians in the area were hostile and that they would risk their lives if they proceeded further. The Oatmans chose to continue on and on their fourth day out in 1851, all except Lorenzo, age 15, Olive, age 14, and Mary Ann, age 7, were murdered on the banks of the Gila River by the Tolkepayas (Western Yavapai). Lorenzo later buried the bodies of his slain family in a common grave forming a cairn over them. This event became known as the "Oatman Massacre".

After the attack, the Indians took the Oatman's belongings and the girls to their village where the girls were used as slaves to forage for food, to lug water and firewood, and to perform other menial tasks.

A year later Mojave Indians traded horses, blankets, and trinkets for the girls, and brought them to a village along the Colorado River. Aespaneo, the wife tribal leader Espanesay, and their daughter

Topeka watched over the girls' welfare.

Oatman later claimed that she and Mary Ann, who died in captivity, were captives of the Mojaves, but she did not explain why she did not attempt to contact a group of whites that had visited the Mojaves during her period with them. Years later she met with a Mojave leader, Irataba, in New York City and spoke with him of old times.

Both Oatman girls were tattooed on their chins and arms in keeping with the tribal custom. The marks were used by the Mojaves to ensure that when they entered the land of the dead, they would be recognized as Mohaves by their ancestors.

When Oatman was 19 years old, a Yuma Indian arrived at the village with a message from the authorities at Fort Yuma requesting her return. The Mojaves at first denied that she was white, but agreed to release her when a second request was accompanied by blankets, a horse, and the threat that the whites would destroy the tribe if they did not release her.

Oatman returned to white society five years after the massacre, in a 20 day journey to Fort Yuma accompanied by Topeka. Before entering the fort, the wife of an army officer gave her clothing since she wore a traditional Mojave skirt and was nude above the waist.

In November 1865, Oatman married cattleman John B. Fairchild. and went to live in Sherman, Texas, where they adopted a baby girl, Mamie. She died of a heart attack in 1903, at the age of 65 and is buried at the West Hill Cemetery in Sherman, Texas.

The town of Oatman, a ghost town renewed by tourists, is named in her honor. A more recent claim to fame occurred on March 29, 1939 in room 15 of the Oatman Hotel. After being married in Kingman, Arizona, Clark Gable and Carole Lombard spent their wedding night there. The couple often returned to Oatman until Carole died at the age of 33 in a Douglas DC-3 plane crash on January 16, 1942 on Mount Potosi, Nevada while returning from a war bond tour.

The biggest attraction today is the burros which roam freely in the town. They are descendants of the beasts of burden that worked in the area's mines. When the mines went bust, the prospectors turned the burros loose, and now they graze on desert flora and beg for handouts from visitors. Like every other old west-themed tourist town, Oatman is filled with souvenir shops, mine tours, and gunfight shows.

The Laughlin River Run, a yearly motorcycle rally, visits Oatman on the last weekend in April, and was in full swing when we ar-

rived.



How to Get There:

EW8-1: If continuing from EW7, turn left at E. Andy Devine Avenue. If starting this as a new trail, at its junction with Hualapai Road, go south on E. Andy Devine Avenue towards Oatman.

EW8-14:

Use its coordinates to start at the trailhead of the Mojave Trail in California off Needles Highway.



Roads Comprising
East West Trail 8: Andy

Devine Avenue, US Hwy 66, Oatman Highway, Silver Creek Road, Times Gulch, CR-153, E El Rodeo Road, I-95 Topock-Davis Dam Road, Aztec Road, Aha Macay Parkway, Needles Highway.

Open months/Best Travel: Open year round, but beware of flooding in Times Gulch.

Permits: AZ Land Permit. <https://land.az.gov/natural-resources/recreational-permits/>

Elevation Min/Max: 479'/3,594'.

Total Mileage: 50.9 miles.

Paved Mileage: 41.7 miles.

Unpaved Mileage: 9.2 miles.

Travel Time: 2 hours 15 minutes.

Difficulty: Easy.

Remoteness: 1/4-2/4.

Camping, Motels, and Services: EW8-1: There is no camping here since this is the center of Kingman.

EW8-14: Tent camping is not allowed in the area, but the KOA campground is across from the Avi Resort & Casino in Nevada. The camping fee includes complimentary access to the resort's private beach, pool, boat launch, and fitness center. Free Wi-Fi & cable, laundry, showers, a picnic area, barbecue pits, and a grassy dog-run area are included.. Self-contained units only. The pool is open all year.



EW8-6

Driving the Trail:

EW8-1 Turn left at E. Andy Devine Avenue if you are continuing from EW7. Otherwise head south on the same road towards Oatman.

EW8-2 turn left onto Historic US Highway 66.

EW8-3 turn right under I-40 and then turn left in 0.4 miles onto EW8-4, Oatman Highway.

EW8-5 turn right at Silver Creek Road or continue to Oatman.



Times Gulch

EW8-6 turn left into Times Gulch.

EW8-7 bear right.

EW8-8 E El Rodeo Road. The paved road begins here. From the west, bear left into Times Gulch 0.9 miles after this way-point.

EW8-9 turn right

onto I-95 Topock-Davis Dam Road.

EW8-10 turn left on Aztec Road, then at EW8-11 pass the AVI casino in Nevada.

EW8-12 turn left at stop sign on Aha Macay Parkway.

EW8-13 at stop sign turn right onto Needles Highway.

EW8-14 turn left into the desert. This is the end of the East-West Trail and the beginning of Mohave Trail.

Road Information: Kingman Field Office. Phone: 928-718-3700. Oatman Chamber of Commerce, www.oatmangoldroad.org

Restrictions: none at this time.

Map References:

USGS:

1:24,000: Kingman, Kingman SE, Kingman SW, MT Nutt, Oatman, Davis Dam, MT Manchester.

1:100,000: Davis Dam.

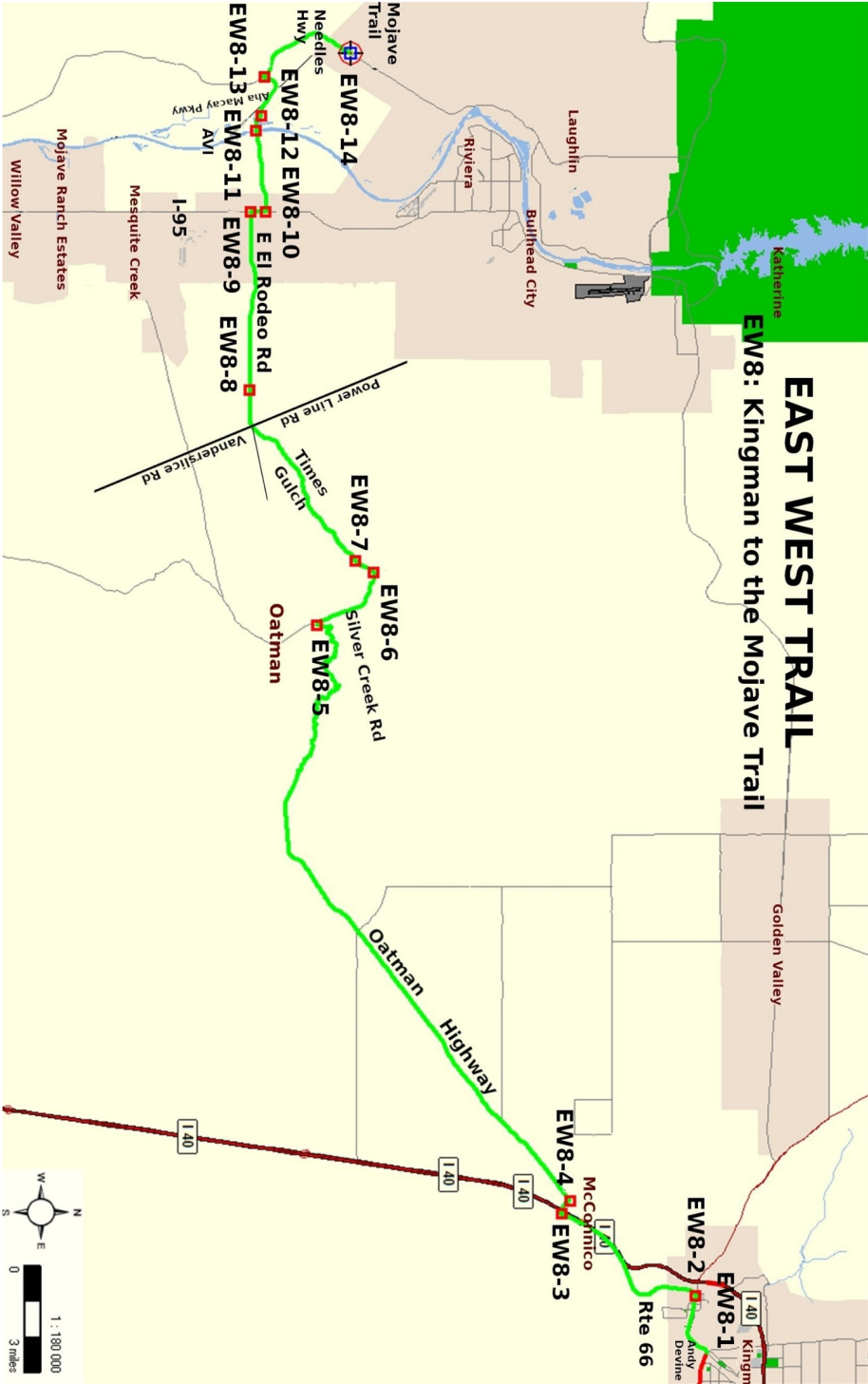
1:250,000: Kingman.

Terrain Navigator: Arizona North, (AZ9).

Arizona Road & Recreation Atlas: p. 32, 66.



Oatman Hotel



EW 8: Kingman to Mojave Trail in California

EW8-1		N35° 11.6790' W114° 01.8787'
1.9▼	0.0▼	Turn left on E. Andy Devine Avenue.
	50.9▲	Turn right onto Hualapai Mountain Road.
EW8-2		N35° 11.3856' W114° 03.5578'
5.0▼	1.9▼	Turn left onto Hwy 66.
	49.0▲	Turn right onto E. Andy Devine Avenue.
EW8-3		N35° 08.1378' W114° 06.0074'
0.4▼	6.9▼	Turn right under I-40 on Shinarump Road.
	44.0▲	Turn left onto Hwy 66.
EW8-4		N35° 08.3520' W114° 06.3930'
21.6▼	7.3▼	Turn left on Oatman Hwy.
	43.6▲	Turn right on Shinarump Road.
EW8-5		N35° 02.2848' W114° 23.5360'
2.4▼	28.9▼	Turn right on Silver Creek Road or go straight to visit Oatman.
	22.0▲	Turn left on Oatman Highway. or turn right to visit Oatman.
EW8-6		N35° 03.6647' W114° 25.0985'
0.7▼	31.3▼	Turn left into Times Gulch.
	19.6▲	Turn right on Silver Creek Road.
EW8-7		N35° 03.1834' W114° 25.4481'
6.1▼	32.0▼	Bear right.
	18.9▲	Go straight.
EW8-8		N35° 00.6861' W114° 30.5154'
5.0▼	38.1▼	Paved road begins. E El Rodeo Rd.
	12.8▲	Paved road ends. In .9 miles bear left into Times Gulch.
EW8-9		N35° 00.6972' W114° 35.8234'
0.4▼	43.1▼	Turn right onto I-95.
	7.8▲	Turn left on El Rodeo Road.
EW8-10		N35° 01.0746' W114° 35.8309'
2.3▼	43.5▼	Turn left on Aztec Road.
	7.4▲	Turn right onto I-95.

EW8-11		N35° 00.8328' W114° 38.2384'
0.5 ▼	45.8 ▼	Nevada AVI Casino.
	5.1 ▲	Leaving Nevada.
EW8-12		N35° 00.9549' W114° 38.6710'
1.5 ▼	46.3 ▼	Left at stop on Aha Macay Pkwy.
	4.6 ▲	Turn right on Aztec Road.
EW8-13		N35° 01.0128' W114° 39.8435'
3.1 ▼	47.8 ▼	At stop turn right onto Needles Hwy.
	3.1 ▲	Turn left onto Aha Macay Pkwy.
EW8-14		N35° 03.0938' W114° 40.5446'
Arrive	50.9 ▼	End of the East-West trail.
	0.0 ▲	Begin East-West Trail.



Gary Keller in Lapham

Appendix A: What to bring along.

This list is only a guide; modify it to suit your personal needs. Your vehicle's condition and its quirky needs, the time of year you intend to travel, the number of people in your party, and your comfort needs all require careful, individual consideration.

Bring what you feel is essential but avoid unnecessary weight that may compromise your vehicle's efficiency.

Your primary focus should be water, fuel, and communication devices.

Vehicle equipment:

Fuel.

Consider bringing engine oils (motor, transmission, brake and steering), but don't plan to change your oil and filter along the trail.

Shovel, ax, flares.

High lift jack, lug wrench.

Fire extinguisher.

Multitool kit. (Metric sizes for foreign vehicles, SAE otherwise. Bring both for newer trucks).

Sledgehammer, crowbar.

Multimeter.

Fuses, nuts and bolts assortment.

Engine belts (better to check them before you leave home).

Hose clamps, JB Weld.

Tow strap.

Rags, hand cleaner, electrical and duct tape, zip ties.

Spare tire, valve core, core removing tool and cap, lug nuts, extra set of keys.

Tire plug kit. I do not recommend gunk in a can since it does not seal punctures in the sidewall of the tire and you must remove it as soon as possible since it will cause tire imbalance.

Maps, GPS, this book.

Tire pressure gauge, bicycle tire pump.

CB, cellphone, ham radio (you don't need a license to use it in

an emergency), satellite phone or PLB (personal locator beacon).

Complete pre-trip vehicle inspection.

Tarpaulin to lie on when you're working under your vehicle.

You can also use it for shade if you're stuck in the desert.

Winch with accessories.

Camping gear:

Tent and groundsheet.

Table and chairs.

Lanterns, flashlights, radio.

Sleeping bag and pad, pillow.

Stove with fuel and lighter (important when there are campfire restrictions).

Pots, pans, paper plates and silverware.

Resealable food containers.

Camp suds, matches, paper towels, and trash bags.

Water, water, and more water.

First aid kit.

Personal items:

Rain gear, hat, hiking boots, knife, and compass.

Jacket, sweater and usual clothing.

Toiletries.

Camera.

Medications.

Water and water purification tablets, bug spray.

Signal mirror, waterproof match case.

Police whistle. Three blasts mean, "help needed."

Appendix B: Forest Service Contacts

Arizona State Office of the Bureau of Land Management:

Jim Kenna, State Director
Ray Suazo, Associate State Director
One North Central Avenue, Suite 800
Phoenix, Arizona 85004-4427
Voice: 602-417-9500
Fax: 602-417-9398
Office Hours: 8:00 a.m. - 4:30 p.m., M-F.

Hassayampa Field Office

21605 N. 7th Avenue
Phoenix, AZ 85027-2929
Voice: (623) 580-5500
Fax: (623) 580-5580
E-mail: PFOWEB_AZ@blm.gov
District Manager: Angelita Bullets
Field Manager: Steve Cohn
Hours: 7:30 a.m. – 4:15 p.m., M-F.

Agua Fria National Monument

Rem Hawes, Monument Manager
21605 N. 7th Avenue
Phoenix, AZ 85027-2929
Voice: (623) 580-5500

Apache and Sitgeaves National Forests:

<http://www.fs.fed.us/r3/asnf/>

Supervisor's Office

P.O. Box 640
Springerville, AZ 85938
Voice: (928) 333-4301

TTY: (928) 333-6292
Forest Supervisor: Chris Knopp
Public Affairs Officer: Pam Baltimore

Alpine Ranger District

P.O. Box 469 Alpine, AZ 85920
Voice: (520) 339-4384
TTY: (928) 339-4566

Black Mesa Ranger District

Voice: (928) 535-7300

Lakeside Ranger District

2022 W White Mt. Bl.
Lakeside, AZ 85929
Voice: (928) 368-2100
TTY: (928) 368-5088

Springerville Ranger District

P.O. Box 760
Springerville, AZ 85938
Voice: (928) 333-6200
TTY: (928) 333-5397

Arizona State Parks:

<https://land.az.gov/natural-resources/recreational-permits>
<http://azstateparks.com/index.html>

Arizona State Parks

1300 W. Washington Street
Phoenix, AZ 85007
(602) 542-4174

711 14th Avenue, Suite D
Saffron, AZ 85546
Voice: (928) 428-4150
Fax: (928) 428-2393

Coconino National Forest:

<http://www.fs.fed.us/r3/coconino/>

Supervisor's Office

1824 S. Thompson St.
Flagstaff, AZ 86001
(928) 527-3600, FAX 527-3620
Office Hours: 8:00 a.m. to 4:30 p.m., M-F.
Fire Dispatch Emergency: (928) 526-0600

Flagstaff Ranger District

5075 N. Highway 89
Flagstaff, AZ 86004
Voice: (928) 526-0866
Fax: (928) 527-8288
Office Hours: 8:00 a.m. to 4:30 p.m., M-F.

Mormon Lake office

This office is closed to the public.

Red Rock Ranger District and Visitor Contact Center

P. O. Box 20429
8375 State Route 179,
Sedona, AZ 86341-0429
Voice: (928) 203-7500 or (928) 203-2900
Fax: (928) 203-7539
Administration Office Hours: 8:00 a.m. to 4:30 p.m., M-F. Visitor Center Hours: 8:00 a.m. to 5:00 p.m., 7 days a week.

Happy Jack Info Center – CLOSED

Mogollon Rim Ranger District

8738 Ranger Road
Happy Jack, AZ 86024
Blue Ridge Office:
Voice: (928) 477-2255

Fax: (928) 527-8282
Office Hours: 7:30 a.m. to 4:00 p.m., M-F.

Kingman Field Office

2755 Mission Boulevard
Kingman, AZ 86401
Hours: M-F 8:00 a.m. - 4:30 p.m.
Phone: 928-718-3700
Fax: 928-718-3761
www.blm.gov/arizona

Prescott National Forest:

<http://www.fs.fed.us/r3/prescott/>

Supervisor's Office

344 S Cortez Street
Prescott AZ 86303
Voice: (928) 443-8000
TTY: (928) 443-8001
Email: Debbie Maneely: dmaneely@fs.fed.us

Bradshaw Ranger District

44 S Cortez St
Prescott AZ 86303
Voice: (928) 443-8000
TTY: (928) 443-8001

Chino Valley Ranger District

735 N Highway 89
Chino Valley, AZ 86323
Voice: (928) 777-2200
TTY: (928) 443-8001

Verde Ranger District

P.O. Box 670
300 East Highway 260
Camp Verde, AZ 86322
Voice: (928) 567-4121

TTY: (928) 443-8001

Prescott Fire Center

2400 Melville Road

Prescott AZ 86301

Voice: (928) 777-5610

TTY: (928) 443-8001

Tonto National Forest:

<http://www.fs.fed.us/>

Select Tonto from Find a Forest or Grassland by Name.

Supervisor's Office

2324 E. McDowell Road

Phoenix, Arizona 85006

Voice: (602) 225-5200

Cave Creek Ranger District

40202 N. Cave Creek Road

Scottsdale, AZ 85262

Voice: (480) 595-3300

Globe Ranger District

7680 S. Six Shooter Canyon Road

Globe, Arizona 85501

Voice: (928) 402-6200

Mesa Ranger District

5140 E. Ingram Street.

Mesa, Arizona 85205

Voice: (480) 610-3300

Usery Mountain Park Recreation Area

Voice: (480) 984-0032

Payson Ranger District

1009 E. Hwy 260

Payson, Arizona 85541

Voice: (928) 474-7900

Pleasant Valley Ranger District

P.O. Box 450, FR 63

Young, Arizona 85554

Voice: (928) 462-4300

Tonto Basin Ranger District

28079 N. AZ Highway 188

Roosevelt, Arizona 85545

Voice: (928) 467-3200

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Blair, Gerry. Rockhounding Arizona. Falcon Press Publishing Co. Inc, 1997.

Blumberg, George P. "Driving: Going Off Road, Two by Two," The New York Times, www.nytimes.com, 19 Dec. 2003.

Chronic, Halka. Roadside Geology of Arizona. Mountain Press Publishing Company, Missoula, MT. 1995.

Green, Stewart. Arizona Scenic Drives. Falcon Press Publishing Co. Inc, 1992.

"Quick Tips for Responsible Four Wheeling." *Tread Lightly!*. http://www.treadlightly.org/files_text/4x4_tips_sm.pdf (accessed 7 February 2011).

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USDA Forest Service Map, *Tonto National Forest*, Arizona 2001.

US Department of the Interior Bureau of Land Management, *Dispersed Camping*.

The Author

Raymond C. Andrews and his wife Jennifer have been avid off-road enthusiasts since 1997 when they first began exploring the desert around Winslow, Arizona.

Since then they have driven many of the off-road trails Arizona has to offer, and have written the guidebook, "Driving the Great Western Trail in Arizona," and produced the documentary film, "The Great Western Trail in Arizona."